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Wash.,D.C. to Phila.(AEM-7) 1 hr.45 min. 13
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New Haven, CT to Prov., RI (FP-40) 1 hr.50 min. 9A
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Denver to Grand Jct.,CO (FP-40) VIA D&RGW
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ALCOS FROM THE 1940s met at Pine Bluff, Ark., on June 6, 1995, as Texas-bound UP 4-6-6-4 3985 steamed by Paperton Junction Southern's Alco RSC2 No.5. See RAILNEWS.

KODAK GOLD 400 PRINT: KEITH R. WHITE

ILLINOIS CENTRAL E8 100 (ex-BN E8Au 9901, nee-CB&Q E8 9938A) emerged from Woodcrest Shops (**right**) in Homewood, Illinois, during mid-July. Sister unit 101 (ex-BN E8Au 9904, nee-CB&Q 9977) is expected to be released in August. See RAILNEWS.

KODACHROME and LUMEDYNE LIGHTING: MIKE DEL VECCHIO

NEW ON SUSQUEHANNA is E9 2400 (ex-BN E9Au 9921), which made its public debut during the Steamtown Grand Opening at Scranton, Pa. The unit idled into the night on June 30 (**below**) alongside the Steamtown mall. See RAILNEWS.

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From the Publisher's desk: Call it Prestige

I first visited the Little Ferry shops of the New York, Susquehanna & Western in the spring of 1948. The Susquehanna was one of the first Class 1 railroads to go all diesel, although they later leased some steam to satisfy a shortage of motive power. The road had replaced its aging Erie B-5 and B-6 0-6-0s with Alco S1 switchers. For main line passenger and commuter service to Butler, the Susky bought a fleet of Alco RS1 road switchers to replace its Erie Ten-Wheelers and Pacifics. The same RS1s also replaced a number of Erie Russian Decapods, and it was not uncommon to see lashups of four or five Alcos hauling the Hainesville freight eastbound to Edgewater. At the time of my visit, all steam power had been returned to the Erie except for Decapods 2443 and 2492, which were stored at Little Ferry. The Russian Decapods had originally been ordered for the Russian wide gauge rail system under the Tsarist regime, but when the Communists gained control, the American government halted the shipment, and the engines were standard gauged for use on a number of U.S. railroads, including the Erie.

The Susquehanna had also acquired two four-wheeled Whitcomb switchers used in the then-lucrative Seatrain service in Edgewater, Seatrain hauled rail cars to Galveston and Cuba in an era before Castro, Interstate highways and containers. The late restaurateur Tony Citro had bought a Whitcomb look-alike which he ran on the Morris County Central when the MCC leased part of the NYS&W's then-unused trackage in Western New Jersey, but it is not believed to be an original NYS&W locomotive.

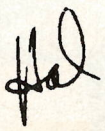
A new cinder block railcar shed had also been constructed at Little Ferry to service the road's two new 80-foot ACF railcars and several gas electrics.

The Susquehanna's superintendent of motive power at the time was Otto C. Gruenberg, who died last year at age 92. After years of Erie operation and control, Otto was justifiably proud of the new equipment on the Susquehanna, their new streamlined service between Paterson City and Susquehanna Transfer into downtown Manhattan and the other improvements made by the road.

I recall asking Otto if he would like to have some cab units to go with the road switcher fleet. He said yes, for prestige purposes, but the Alcos were well able to handle the Susquehanna's traffic needs.

Forty seven years later the Susquehanna acquired two sleek E9 cab units, formerly operated by the Burlington Northern, and repainted in maroon with a yellow stripe (**page 4**).

We think Otto Gruenberg would have been pleased.



RAILFAN & RAILROAD

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Cover

It's a bit too clean to be the true "classic American roundhouse," but the refurbished centerpiece of the new Steamtown museum reflected its former DL&W glory on Sunday, July 2, as visiting Reading, Blue Mountain & Northern 4-6-2 425 shared the stalls with Steamtown's operational fleet of CPR 4-6-2 2317, CNR 2-8-2 3254 and Baldwin 0-6-0 shop switcher 26. The full story of the National Historic Site's Grand Opening begins on page 40. . Fuji Velvia by Jim Boyd with Lumedyne lighting by Steve Barry, Kermit Geary Jr., Fred Jones and John Tully.

East meets West in Kansas City as CSX SD40-2s share the Armstrong engine terminal with UP units on August 21, 1994. Ken Church describes K.C.'s railroads beginning on page 52. Kodachrome by Ken Church.

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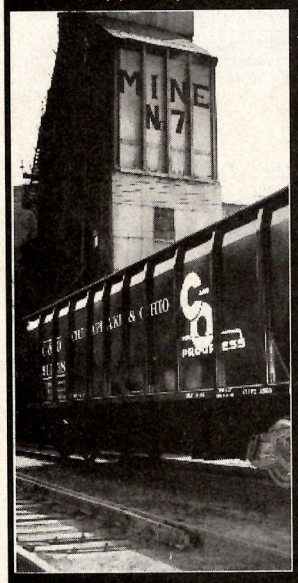

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Fanmail

A turntable opinion

I enjoyed Hal's comments on his visit to the Railroad Museum of Pennsylvania in the August 1995 issue. He was in error, however, in referring to the "former Lehigh Valley turntable" at the museum.

The 100-foot table is actually ex-Reading, built by the American Bridge Company for the then-new Mine Hill & Schuylkill Haven roundhouse at West Cressona, Pa., in 1928, to accommodate the 2-8-8-2 Mallets that were used in the coal region.

During the 1930s the West Cressona facility closed, with the nearby St. Clair enginehouse picking up the load. The turntable was removed and stored at Reading. In 1946 the existing 85-foot turntable at Bridgeport, Pa., (across the Schuylkill River from Norristown) was found to be too small for the new T-1 4-8-4 locomotives. It was removed, and the 100-foot table that had been at West Cressona was brought out of storage and installed at Bridgeport. The work was completed in 1947.

In 1967 the Bridgeport facility was closed, being replaced by a new diesel facility at nearby Abrams Yard. The turntable was declared to be scrap and was removed to Luria Brothers scrapyard. As luck would have it, the Railroad Museum of Pennsylvania was under construction at that time, and Luria Brothers donated the turntable to them.

Work commenced in February of 1970 to install the museum turntable, and it was operational by October of that year.

The above information was taken from a four-page pamphlet on the turntable that is available in the Museum gift shop.

ED HEIN
North Wales, Pa.

Oregon History

Author Steve Jessup of the Oregon story in the August 1995 issue has trouble with his names of Union Pacific predecessors, but he is not alone; virtually every writer for the popular press has this problem.

He states that Oregon Short Line *Railroad* was joined in eastern Oregon to Oregon-Washington *Railway* & Navigation Company in the mid-1880s. What actually happened was: November 25, 1884, the Oregon Short Line *Railway* Company was joined to the Oregon *Railway* & Navigation Company.

This entity was followed by The Oregon *Railroad* & Navigation Co., incorporated July 16, 1897. And finally it was followed by Oregon-Washington *Railroad* & Navigation Co., Inc., on November 23, 1910.

You may wish to refer your authors to assorted volumes of the *Encyclopedia of Western Railroad History*.

DONALD B. ROBERTSON
Menlo Park, Calif.

Oregon Oops!

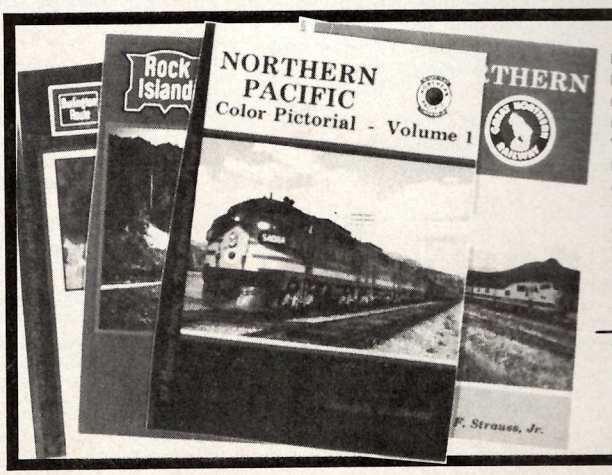
For the "Portland experts" who might catch me napping on a detail or two, I failed to note in my Oregon Railroading story that Burlington Northern utilizes its Hoyt Street Yard facility which sits next to Union Station to the north — two miles south of Lake Yard.

STEVE JESSUP
Everett, Wash.

On 475's condition

I am very pleased to read your coverage of the N&W 4-8-0s in the August 1995 issue. But I must take exception to Mr. Dressler's statement that the 475 was chosen for the Shenandoah Valley celebration because of her "excellent" condition. She did not operate after retirement from the N&W and came to the Strasburg Rail Road in essentially the same condition she was in during the summer of 1957. After 17 years in the steam railroad business, I can honestly say that 475 was the most worn out, tired, beaten up, wrung out, bailing wired main line steam locomotive that I have ever dealt with. Movies of the railfan triple-header that year show that the other two engines were doing most of the work, while the 475 mainly coasted, suggesting that her engineer was instructed to take it easy.

Compared with Union Pacific 2-8-0 618, a very similar engine weighing about 100 tons and having operated from 1906 through 1957, which went directly from a park display to operation for many years at Heber, Utah, with little more than running repairs, and is still in good condition, there is no denying that the 475 was shot. I am amazed that the 475 was able to be towed



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successfully to Iowa on her own wheels.

In closing, it is safe to come to two conclusions. First, that the stockholders in the N&W of that era should have been happy to know that the N&W squeezed every last mile out of the 475 before she was retired, and second, that the brazing rod salesman in Roanoke drove a Cadillac.

KELLY ANDERSON
Strasburg, Pa.

Forgotten 4-8-0s

In addition to the other roads owning Mastodons listed in your August 1995 feature about Norfolk & Western's 4-8-0s, the Boston & Maine should be added. The B&M's 4-8-0s were built in groups of four or five in 1899-1900 as compounds for the Fitchburg Railroad by Schenectady and Rhode Island. They came to the B&M when it took over the FRR in July 1900 and were simpled in 1904. The entire L-1 class was scrapped during 1926. Their FRR numbers were 500-517; on the B&M they were 1076-1093 (1900-09) and 2900-2917 (1909-26).

While this is not a large number compared to the N&W — or even to the number of 2-6-0s, 2-8-0s and 4-4-0s on the B&M at the time — 18 is still substantial. I have exactly one train order addressed to one of them: "Eng.2910 at Randolph NH."

DONALD S. ROBINSON
N. Billerica, Mass.

Last of the Class M

I enjoyed Mr. Dressler's article on "Norfolk & Western's Remarkable 4-8-0s" in the August 1995 issue, having made a number of mid-1950s trips myself in search of N&W steam. However, a couple of items in the article require updating.

The 451 was not the last Class M to operate on the Scioto Division in May 1957, as stated on page 48. On Sunday, September 15, 1957, at 10:30 am, I saw Class M 444 leaving Joyce Avenue Yard with a short local freight. A photo of the 444 appears on page 43. On that same day, the 422 and 496 were in the roundhouse. During a trip to Portsmouth in June 1958, N&W employees indicated that the Columbus line was dieselized in early 1958. It's likely that 4-8-0s continued to handle the switch run mentioned in the article until that time. The 444 was scrapped in November 1957, while the 422 and 496 survived until June 1958.

Also, while diesels may have been assigned to Trains 33 and 34 in May 1957, as stated on page 48, by September steam was back on these trains. On the morning of September 15, I rode No. 33 from Portsmouth to Columbus behind streamlined 4-8-2 136. N&W employees indicated that steam was still regularly assigned to these runs.

DARWIN SIMONAITIS
Elkhart, Ind.

His story about N&W 475

A couple errors appeared in the article on N&W 4-8-0s, page 60. N&W No.475 was sold by Virginia Scrap Iron to William Armagost. He sold it in May 1980 to H. Stuart Kyper (I arranged the sale). Kyper died during July 1980 while the locomotive was in transit to the Illinois Railway Museum for me to work on. His estate gave it to the Pella Iowa Historical Society, which sold it to Kyper's daughters (in July 1982) who wanted to fulfill their father's dream of a steam-powered dinner train at Pella, Iowa. They couldn't put the deal together and donated it in July 1985 to Boone. The 475 was never owned by IRM.

J. DAVID CONRAD
Ivoryton, Conn.

The Huckleberry hound

I received my August issue and immediately devoured the articles by Thomas D. Dressler on N&W's 4-8-0s. I'm usually loath to criticize research, as it's been my experience that the nit-picker is usually not nearly as well informed as the pickee, but I found one error that hits too close to home.

On page 60, Mr. Dressler states that the Blacksburg Branch "... was abandoned on August 9, 1958, after only two weeks of diesel operation." I attended Virginia Polytechnic Institute in Blacksburg, Va., during the 1961-1962 school year, and I'm happy to report that the "Huckleberry" was alive and well at that time. On two occasions I rode passenger extras out of Blacksburg with the VPI Corps of Cadets to attend football games in Roanoke and Richmond. I saw some freight movement into Blacksburg, but not much. This may be due to a combination of the line operating, as you said about the Abingdon Branch, "daily except Sunday, Monday, Tuesday, Wednesday, Friday, and Saturday," and the fact that I did (although my grades don't reflect it) spend some time in class. I still have a brakeman's flag that I picked up on the branch, and its good condition proves that it wasn't in the weather for four years.

A couple of Blacksburg memories: The Huckleberry, powered by two GP9s (How's that for overkill?), one of which was on the ground blocking the only grade crossing in

always expect a train

A lot of people don't. Some of them fail to yield at highway-rail crossings. Others ignore the flashing lights or gates. Still others trespass on train property. And last year alone, 3,500 people were killed or maimed for life because they just didn't expect a train.

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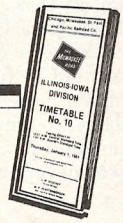
town! Also, riding the *Pocahontas* from Norfolk to Christiansburg in a blinding snowstorm, dining on one of the most delicious steaks I've ever tasted, and watching the motorists slip and slide on adjacent U.S. 460. Arrival in Christiansburg was no later than usual. The taxi ride to Blacksburg was almost anticlimactic.

BOB SCOTT
Salisbury, Md.

The error in the date of abandonment of the Blacksburg line was made by me quoting H. Reid's Extra South, *page 37 — J.B.*

Timetable



Listings in this column are published without charge and are run on a space-available basis at the editor's discretion. Policy is to run two consecutive issues per entry where appropriate. RAILFAN & RAILROAD accepts no responsibility for date or time errors or cancellations. Notices must be received by the 10th of the month, four months prior to the issue cover date (eg. January 10 for April issue). Each issue will be in circulation for the full month preceding its cover date (eg. April issue available during all of March).

RAILFAN EVENTS

CONWAY SCENIC RAILROAD, P.O. Box 1947, North Conway, NH 03860 (603/356-5251) will operate trains powered by steam or early diesel locomotive on former MEC Mountain Division to Bartlett on the following dates. Dining car and first class parlor car service available. Send SASE for details.
Through October 27 Daily
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BLUEWATER MICHIGAN CHAPTER NRHS, P.O. Box 296, Royal Oak, MI 48068-0296 is sponsoring the following rail excursions. For details, phone: 810/399-7963. To order tickets by credit card phone: 800/594-5162.
September 1-4 Ann Arbor and Durand to Petoskey, Michigan, on Ann Arbor and T&SB railways, $395-575 per person double occupancy includes rail fare, hotel and meals.
September 22-24 Birmingham and Durand to Traverse City, Michigan, on GTW/CNNA and T&SB railways, $299-399 per person double occupancy includes rail, hotel and meals.
October 1 Howell to Cadillac, Mich., on T&SB, adults $59, children $49. **October 7-8** Royal Oak, Birmingham and Holly, Mich., to Port Huron and Detroit via GTW/CNNA, adults $59, children $49, $89 deluxe dinner in the diner.

SAN FRANCISCO, CALIFORNIA, September 1. Opening Day of Market Street Railway's F-Line beginning at 10:30am. Parade begins at 11:30am. Parade and passenger service from East Bay Terminal to Castro & Market. Ceremony and parade reviewing stand next to 525 Market Street, opposite Sansome Street. Contact: Market Street Railway Co., P.O. Box 425063, San Francisco, CA 94142-5063; 415/863-1775.

UNION PACIFIC EXCURSIONS sponsored by the Pacific Limited Group, P.O. Box 27081, Salt Lake City, UT 84127-0081 (801/355-5871). Motive power will be 4-6-6-4 3985 and/or E9 diesels, as indicated.
September 2 Omaha, Neb., to Kansas City, Kan., E9s, bus return to Omaha. **September 3** Kansas City to Salina, Kan., E9s, bus return to Topeka, Kansas City and Omaha. **September 15** Denver, Colo., to Laramie, Wyo., E9s to Speer then 3985, bus return to Denver, rare afternoon run WB over Sherman Hill. **September 16** Layover at Laramie, optional ride on Wyoming & Colorado. **September 17** Laramie to Rock Springs, Wyo., 3985. **September 18** Rock Springs, Wyo., to Pocatello, Ida., 3985, via Granger Cut-off. **September 19** Pocatello to Boise, Ida., 3985/E9s. **September 20** Layover at Boise. **September 21** Boise, Ida., to Baker City, Ore., 3985/ E9s, over the Blue Mountains. **September 22** Baker City, Ore., to Wallula, Wash., 3985/E9s. **September 23** Wallula to Spokane, Wash., E9s, bus return to Pasco, scenic rare mileage on the "Washy Line." **September 24** Spokane, Wash., to Bonners Ferry, Ida., and return, E9s, over the Spokane International. **September 25** Layover at Spokane. **September 26** Spokane to Wallula, E9s, bus return to Spokane. **September 27** Wallula, Wash., to Portland, Ore., E9s, 3985 joining at Hinkle, Ore., through Columbia River Gorge. **September 28-29**. Layover at Portland. **September 30** Portland to Bend, E9s, via the Oregon Trunk.
October 1 Bend to Portland, Ore., E9s, via Oregon Trunk. **October 2** Portland to Hinkle, Ore., 3985/E9s, up the Columbia River Gorge. **October 3** Hinkle to Baker City, Ore., 3985/E9s, over the Blue Mountains. **October 4** Baker City, Ore., to Boise, Ida., 3985/E9s. **October 5** Layover at Boise. **October 6** Boise to Pocatello, Ida., 3985/E9s. **October 7** Pocatello, Ida., to Silver Bow, Mont., E9s w/3985 to Idaho Falls, connecting buses from Salt Lake City. **October 8** Silver Bow to Pocatello, E9s w/3985 Idaho Falls to Pocatello, buses to Salt Lake City on the 8th and 9th. **October 9** 3985 begins deadhead move east to Cheyenne, Wyo.

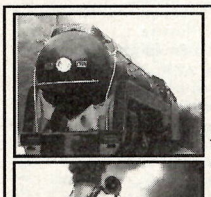
BOSTON, MASSACHUSETTS, September 2-4. "Legends of Pennsylvania" Labor Day weekend excursion via Amtrak from southern New England to Bucks County, Penn. Enjoy mule barge canal ride, steam train, gala show and more. Depart South Station 11:20 a.m. Saturday, return 10:20pm Monday. $395 per person double occupancy, under 12 $200 when sharing room with 2 adults. Fares include accommodations, transfers, tours, five meals and show. Send SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

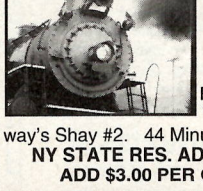
NEW YORK & LAKE ERIE RAILROAD, P.O. Box 309, Gowanda, NY 14070 (716/532-5242) will host the following special excursions.
September 4 "Kid's Day on *The Flyer*" featuring free ice cream cones, entertainment and door prizes, adults $8.50, ages 3-11 $4, under 3 free.
October 28 "Ride the Rails to Terror" murder mystery dinner train with adult costume party, $54.95-64.95, reservations required. **October 29** "Ghost and Goblin Party on *The Flyer*" with cider and treats, costume judging and prizes and clowns onboard,.adults $8.50, ages 3-11 $4, under 3 free.

MONTANA ROCKIES DAYLIGHT two-day one-way excursions between Sandpoint, Idaho, and Billings, Montana, (passengers may board at either point) operated by Rail Views Limited, 218 Cedar Street, Sandpoint, ID 83864 (800/519-RAIL) on the following dates over scenic MRL (ex-NP) track powered by F45 diesels via Evaro Hill, Mullan Pass, Missouri River Canyon and Bozeman Pass. Overnight at Missoula. Fares for two-days (per person, double occupancy): coach $399, dome car Club Service $549. Motor coach connection beteen Sandpoint and Spokane, Washington, $17.50. Three-day side tour of Yellowstone National Park $189.
Sandpoint-Missoula-Billings: September 8-9, September 22-23, October 6-7.
Billings-Missoula-Sandpoint: September 10-11, September 24-25, October 8-9.

INDIANAPOLIS, INDIANA, September 8-10. Doc Blackburn's Hoosier Traction Meet at Best Western Waterfront Plaza near I-465 and I-74 West. Slides, movies, swap tables and presentations on the Indiana Union Traction interurbans and the Indianapolis Railways. Registration $15. Contact: Larry Zimmerman, 7668 Burns Drive, Brownsburg, IN 46112.

FREDERICKSBURG, VIRGINIA, September 9-10. Rappahannock Chapter NRHS "Railfair '95" at Spotsylvania County Industrial Park, 10am-4pm. Celebration of trains through exhibits of real and model trains along with vendors and trackworking exhibitions. Adults $3, ages 6-12 $1, under 6 free. Railroad employees also free. Contact: Allen Brennan, 1822 Charles St., Fredericksburg, VA 22401; 703/372-3573.





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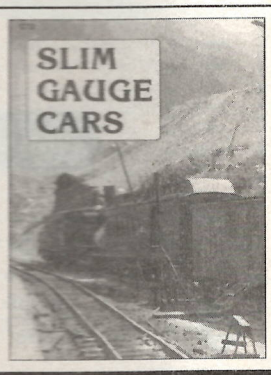

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TENNESSEE CENTRAL RAILWAY MUSEUM, 709 N Lake Circle, Brentwood, TN 37027 (615/781-0262) is sponsoring the following round-trip fall foliage excursions. Fares payable by check or money order; credit cards *not* accepted.

September 9, October 14 and 21 Nashville to Watertown, depart 8am, regular seats $22, under 12 (regular only) $15, coach $30, first class $35, dome $49.

October 14 and 21 Columbia to Lawrenceburg, depart 9am, regular seats $25, under 12 $15.

FLINT, MICHIGAN, September 16-17. 14th Annual Railfans Weekend at Crossroads Village and the Huckleberry Railroad on Bray Road. Photo runs, shop tours, safety displays and model layouts. For details phone: 810/736-7100.

ASHLAND, WISCONSIN, September 16-17. Northern Wisconsin and Upper Michigan Rare Mileage/Fall Colors Tours on currently freight-only Wisconsin Central trackage. Ashland to Park Falls round trip on Saturday, Ashland to Thomaston round trip on Sunday. For information send LSASE to: DSS&A Division Soo Line Historical Society, Box 950, 522 Chapple Ave., Ashland, WI 54806; or phone: 800/284-9484.

DANBURY, CONNECTICUT, September 23. Hudson River Excursion to Poughkeepsie, N.Y., powered by New Haven liveried Metro-North FL9s. Optional stops at Peekskill or Cold Spring, with river cruise to West Point and bus tour of U.S. Military Academy. Depart 10:15am, return 7:15pm. Train only $34, Train, bus and boat $59. Contact: Danbury Railway Museum, P.O. Box 90, Danbury, CT 06813; 203/778-8337.

VANCOUVER, BRITISH COLUMBIA, September 27-October 5. Fall Color Railfan Tour on the *Rocky Mountaineer*'s new "Gold Leaf" dome car to CP hotels at Banff, Lake Louise and Jasper, Alberta, and on VIA from Jasper to Vancouver, plus BC Rail to Lillooett and tour of BCR yards. Fare of $2350 per person double occupancy ($2935 single occupancy) includes rail travel, 17 meals, sightseeing, most gratuities and transfers. For brochure send SASE to: Accent on Travel, 112 North Fifth Street, Klamath Falls, OR 97601; 503/885-7330.

ORBISONIA, PENNSYLVANIA, October 6-8. East Broad Top Fall Spectacular and Friends of the EBT Reunion. Up to four EBT locomotives in operation on passenger, freight and mixed trains; M-1 gas electric car both days; special Saturday night train; shop tours and walking tours of non-operational parts of the EBT. For details, contact: FEBT c/o Ruth Keller, R.D. 1, Box 966, Three Springs, PA 17264; 814/447-3011

BALTIMORE, MARYLAND, October 6-8. B&ORR Historical Society Annual Convention at Laurel Holiday Inn. Tour B&O historical sites and facilities, slide and video shows, banquet with speaker, model and photo contests. Contact: B&ORHS, P.O. Box 13578, Baltimore, MD 21203-3578; 410/592-7034.

PERRIS, CALIFORNIA, October 7. Fall Railroadiana Swap Meet at Orange Empire Railway Museum, 2201 "A" Street, 9am-2pm. Train and trolley operation 10am-5pm. All-day ride pass and swap meet admission: $6 adults, $4 ages 6-11, under 6 free; admission to swap meet only: $3. Contact: OERM, P.O. Box 548, Perris, CA 92572-0548; 909/657-2605.

ROANOKE, VIRGINIA, October 7-8. Western Virginia Railfair at the old N&W freight station adjacent to Virginia Museum of Transportation, 10am-5pm Saturday, noon-5pm Sunday. Over 200 tables of railroadiana, collectibles and models. Contact: Virginia Museum of Transportation, 303 Norfolk Avenue, Roanoke, VA 24016; 703/342-5670.

YARDLEY, PENNSYLVANIA, October 14. Delaware Valley Chapter NRHS bus trip to Strasburg for day at Railroad Museum of Pennsylvania and Strasburg Rail Road and steam ride through Amish country. Departs SEPTA park-and-ride lot in Yardley at New Hope exit off I-95 (*not* from Yardley train station) at 7am. Non-members $25, members $22, under 12 with non-member $22, under 12 with member $19. Lunch at Red Caboose Restaurant (tuna salad sandwich, french fries, lettuce and tomato, beverage) $5.95. Send check and SASE to: Delaware Valley Chapter NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067.

BOSTON, MASSACHUSETTS, October 14. Chartered fall foliage excursion using Amtrak equipment on Conrail's B&A

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The Trolley & Interurban Directory by Joseph Gross - $30.95 plus $2.00 s&h.

Transportation Uniform Buttons by Donald Van Court - ***Volume 1 Railroad*** - $34.50 plus $2.00 s&h. ***Transportation Uniform Buttons - Volume 2 Transit*** - $39.50 plus $2.00 s&h.

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main to Albany, N.Y., with Hudson River cruise, sightseeing. For fares and other info, contact: Mass Bay RRE, P.O. Box 8136, Ward Hill, MA 01835; 617/489-5277.

NORTH CONWAY, NEW HAMPSHIRE, October 14. 21st Annual Fall Railfan's Day at Conway Scenic Railroad. Freight and mixed trains throughout the day with photo runbys. Round trips North Conway to Conway depart 10am, 1 and 4pm; round trips Conway to Bartlett depart 11am, 2 and 6pm. Mid-morning extra will run to Crawford Notch behind FP9s with runbys at isolated locations. Night photo session organzied by R&R's 1994 Cover One Photo Contest winner Les MacDonald. All-day pass good for coach between Conway and Bartlett: adults $29.95, ages 4-12 $14.95. Additional charge for Crawford Notch trip: adults $15.95, ages 4-12 $7.95. Children under 4 not occupying seat *free*. Send payment with SASE to: Conway Scenic Railroad, P.O. Box 1947, North Conway, NH 03860-1947; or phone: 603/356-5251.

SPARKS, NEVADA, October 14-15. Donner Pass Gandy Dancers will sponsor the 3rd Annual Autumn Leaves Train Show and Swap Meet at Sparks Factory Outlets Mall at 105 Sparks Boulevard. Free admission. For details phone: Jack Slavin 702/345-7304.

BOSTON, MASSACHUSETTS, October 15. Vermont Foliage Special chartered Amtrak train to Windsor, Vermont, via Conrail and New England Central. Depart South Station 7:55am, additional boarding in central Massachusetts. Multiple photo opportunities. Adults $65, ages 5-16 $50, under 5 on lap free. Fare includes lunch and activity. Send payment with SASE to: Mystic Valley Railway Society, P.O. Box 486, Hyde Park, MA 02136-0486; or phone: 617/361-4445.

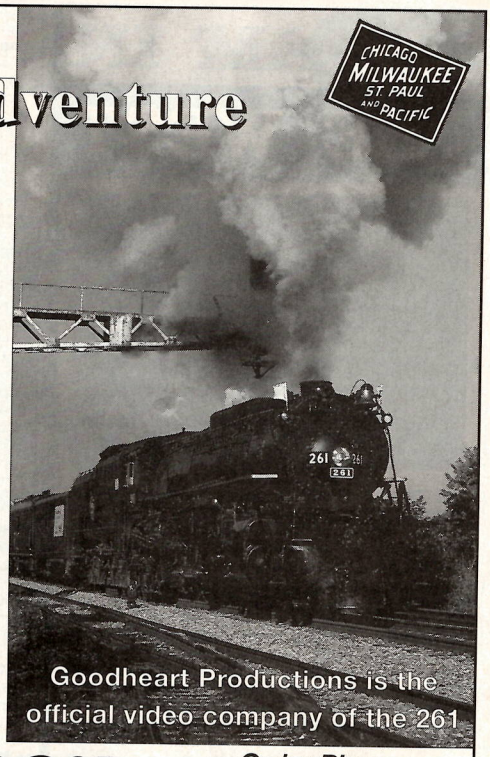
PHILADELPHIA, PENNSYLVANIA, October 21-22. Trolley Fest '95 featuring new and vintage trolleys and buses, exhibits, shop tours, memorabilia and more. Principle location SEPTA's Market East Station, 11th & Filbert streets. Phone: 215/580-3773.

COLUMBUS, NEBRASKA, October 21-22. Camerail Club will operate a rare mileage excursion over UP's former Norfolk and Albion branches on Saturday and Spalding Branch on Sunday. Nebraska Central, which owns the three lines, will provide power for the dome-equipped train. Estimated fare of $140-150 includes two-day rail travel and on board food. For details send SASE to: October Trip, Camerail Club, P.O. Box 791, Columbus, NE 68602-0791.

SPARTA MOUNTAIN FOLIAGE EXPRESS October 22. Ride behind classic cab units from convenient northern New Jersey locations to Baird's Farm at Warwick, N.Y., via Susquehanna's Sparta Mountain Grade. For details send SASE to: Ticket Agent, United Railroad Historical Society, P.O. Box 564, Park Ridge, NJ 07656.

LAFAYETTE, INDIANA, October 28-29. Monon Railroad Historical-Technical Society Annual Meeting at Radisson

No. 261 New River Adventure



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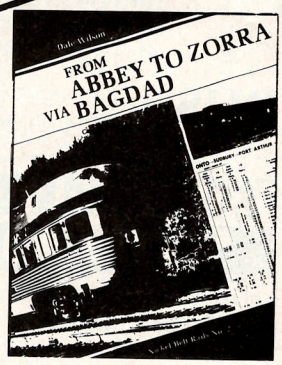

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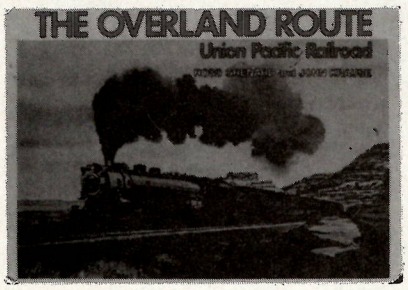

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LAHASKA, PENNSYLVANIA, November 11. Delaware Valley Chapter NRHS 25th Anniversary Banquet at Cock 'n Bull Restaurant featuring slide show. Cash bar 7pm, dinner 8pm. Members $25, non-members $27. Contact: Delaware Valley Chapter NRHS c/o Rich Murray, Box 413, Forest Grove, PA 18922; 215/598-3803.

OKLAHOMA CITY, OKLAHOMA, November 11-12. Rare mileage round-trip excursions on ex-Rock Island trackage out of Union Station on UP streamliner train. Saturday: separate trips to Shawnee and to El Reno, coach $40, dome $60 *each trip.* Sunday: trip to Enid, coach $65, dome $95. Contact: Central Oklahoma Chapter NRHS, P.O. Box 6620, Oklahoma City, OK 73153-0620; 405/794-9292.

ELKHART, INDIANA, November 17-19. 4th Annual Conrail Technical Society Convention featuring lectures, facility tours, passenger excursion and steel mill tour. Advanced registration $10. Send payment and SASE to: Conrail Technical Socity, P.O. Box 7140, Garden City, NY 11530-7140.

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RAILROADIANA MEETS

CENTRAL, SOUTH CAROLINA, September 2-3. Central Railroad Festival on Main Street, 8am-7pm Saturday, 11am-7pm Sunday. Contact: Ed Painter, 208 Gaines Street, Central, SC 29630; 803/639-6816.

ENNIS, TEXAS, September 8-10. 4th Annual Festival of Trains at SOKOL Hall, 2 miles east of I-45 on Highway 34, 6pm-8pm Friday, 10am-6pm Saturday, 10am-4pm Sunday. Admission $4, under 12 free. Contact: Betty Glaspy, P.O. Box 8862, Ennis, TX 75119; 214/878-6868.

BOONE, IOWA, September 9. Puffer Billy Days at Sacred Heart School Gym, 9am-5pm. Tables $15.50. Contact: S. Magee, P.O. Box 872, Mason City, IA 50401; 515/424-4187.

WEST MONROE, LOUISIANA, September 9-10. Twin Cities Train Expo '95 at West Monroe Convention Center, 10am-5pm Saturday, 10am-4pm Sunday. Admission $3.50, under 12 free. Limited tables available. Contact: Claudine Cartwright, P.O. Box 1504, West Monroe, LA 71294; 318/249-4751.

CAROLINA HOBBY EXPO, 3452 Odell School Road, Concord, NC 28027 (704/786-8373) will host the following railroadiana meets.

Raleigh, N.C., September 9-10, North Carolina Fairgrounds, 1025 Blueridge Road. **Hickory, N.C.,** September 23-24, American Legion Fairgrounds, Highway 70/321 East.

GREAT AMERICAN TRAIN SHOW will be held 12-5pm on the following dates. Adults $5, under 12 free with adult. For information telephone GATS Limited, 708/834-0652.

September 9-10, San Francisco, Cow Palace. **September 16-17,** Wichita, Kan., Century II, 225 West Douglas. **September 23-24,** Memphis, Tenn., Memphis Cook Convention Center, 255 North Main Street. **September 30-October 1,** El Paso, Tex., El Paso Convention Center, 1 Civic Center Plaza.

CLASSIC TRAINS AND EXHIBITIONS, c/o Jon Emil Ulbright and Glenn Groff, 3385 Brigadoon Circle SW, Dalton, OH 44618, is sponsoring the following railroadiana meets. Admission $2, 12 and under free.

Canton, Ohio, September 9-10, Canton Centre Mall, 4000 W. Tuscarawas. **Pittsburgh, Pa.,** September 17, Sheraton Inn Pittsburgh North, 910 Sheraton Drive North. **Cleveland, Ohio,** September 24, Holiday Inn, 4742 Brecksville Road.

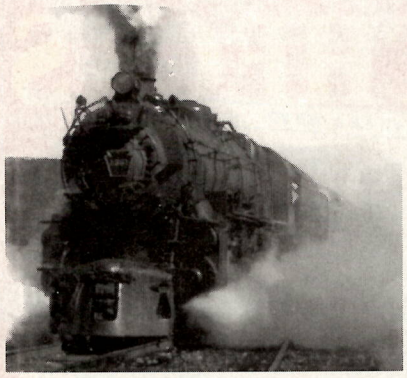
MT. ARLINGTON, NEW JERSEY, September 10. New Jersey Midland Railroadiana Show & Sale at Mt. Arlington Sheraton, Howard Boulevard, Exit 30 off I-80. Books, china, lanterns, paper and more. Admission $2.50, mention RAILFAN & RAILROAD for a 50¢ discount. Contact: NJMRHS, P.O. Box 6125, Parsippany, NJ 07054.

BILLINGS, MONTANA, September 10. 8th Annual Billings Railroad Show at Fireside Inn (formerly Ramada Inn), King Avenue, 9:30am-4pm. Keys, locks, lanterns, china, paper, signs, models, movies and more. Admission $1, tables $15. Contact: P.T. Peach, 3841 Rimrock Road, Billings, MT 59102.

WINSLOW, NEW JERSEY, September 10. Great Winslow Junction Railroadiana Meet at Winslow Fire Hall, Hall & Hay streets, 10am-3pm. Adults $3, family maximum $5. Contact: Bill Powell, 306 Broad Street, Williamstown, NJ 08094; 609/728-1327 until 9pm.

TEMPLE, TEXAS, September 16-17. Centra-Mod Texas Train Festival at Frank Mayborn Convention Center, 10am-6pm Saturday, 11am-5pm Sunday. Adults $4, under 13 free with adult. Contact: B. Neill, Box 2453, Temple, TX 76503; 817/778-8294.

WESTPORT, CONNECTICUT, September 17. Southern



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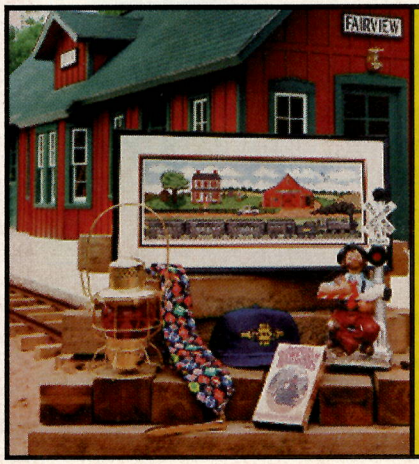

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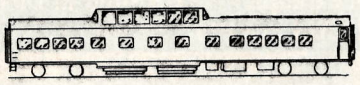

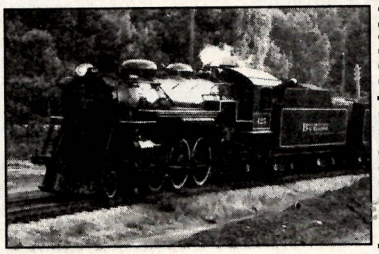

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All Vista Dome tickets regardless of age - $72.00 and $62.00
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Connecticut Railroadiana and Transportation Artifacts Show at Staples High School Fieldhouse, 70 North Avenue, 10am-5pm. Admission $5, under 12 free. Contact: Alan Altman, 12 Southwedge Drive, Getzville, NY 14068; 716/689-9074.

EAST PEORIA, ILLINOIS, September 17. Peoria Train Fair at Illinois Central College, Routes 116 & 24, 11am-3pm. Admission $2, under 13 free, tables $7 in advance. Contact: Bob Lehman, 21 W. Rutledge, Bartonville, IL 61607; 309/697-3012.

CHARLESTON/MATTOON, ILLINOIS, September 23-24. Eastern Illinois Tinplate Association Train Show & Swap Meet at Coles County Airport, State Route 16, 11am-5pm. Admission $2, teens and seniors $1, under 13 free, tables $15. Contact: Vernon Glass, 572 W. Madison Avenue, Charleston, IL 61920; 217/348-0304.

GREENVILLE, OHIO, September 24. 16th Greenville All Train Flea Market at Darke County Fairgrounds, 10am-3pm. Admission $2, under 12 free with adult, tables $10. Contact: Larry Zeller, 4646 W. U.S. Rte. 36, Piqua, OH 45356; 513/773-7186.

WALLINGFORD, CONNECTICUT, September 24. NYNH&H Train Show at Stillwood Inn, 1074 South Colony Road, Route 5. Contact: Mike Martino, P.O. Box 9131, New Haven, CT 06532; 203/469-9048.

JOLIET, ILLINOIS, September 24. Blackhawk Chapter NRHS Swap Meet at Harwood Post, American Legion Hall on Larkin Avenue, Exit 130 off I-80, 9am-2pm. Admission $1, under 5 free, tables $10. Contact: Bill Todd, 921 Darius Lane, Naperville, IL 60565; 708/983-0017.

ALLENTOWN, PENNSYLVANIA, September 24. Lehigh Valley Chapter NRHS Railroadiana Show & Sale at Dieruff High School, Washington & Irving streets (2 miles south of U.S. Route 22 at Airport Road exit), 10am-4pm. Admission $3, family maximum $5. Contact: Paul A. Kuehner, P.O. Box 300, Laurys Station, PA 18059; 610/261-0133.

RUTLAND, VERMONT, September 30. Rutland Railroadiana Show at Vermont State Fairgrounds on U.S. Route 7 South, 10am-4pm. Admission $3, under 12 free. Contact: Neil Korpi, 43 Hemlock Road, Milton, VT 05468; 802/893-4157.

SYKESVILLE, MARYLAND, October 7. Greenberg Train & Toy Auction at Sykesville-Freedom Fire Hall, preview 9am, auction 10am. Catalog $10. For details, phone: 410/795-7447.

STROUDSBURG, PENNSYLVANIA, October 7. Pocono Mountains Chapter NRHS Fall Train Show at Stroudsburg High School, 1100 West Main Street, 9am-2pm. Adults $3, under 12 free. Contact: John Lutz, Train Show Chairman, 39 Kinney Avenue, Mt. Pocono, PA 18344.

FRANKLIN SQUARE, NEW YORK, October 8. R.R. Lines Train Show at VFW Hall, 68 Lincoln Road, 9am-1pm. Admission $3, under 12 free with adult. Contact: Rae Romano, 237 Rin Tin Street, Franklin Square, NY 11010; 516/775-4801.

YORK, PENNSYLVANIA, October 9-12. York Train Show at Valencia Ballroom, 142 N. George Street. Free admission. Contact: Jules Ermel, 796 Westfield Drive, Cinnaminson, NJ 08077; 609/829-2477.

BOURNE, MASSACHUSETTS, October 14. Cape Cod Chapter NRHS 6th Annual Railroad Show at Upper Cape Cod Regional Vocational Technical School, U. S. Route 6, 10am-4pm. Adults $2, ages 6-15 and over 62 $1, under 6 free with adult, family maximum $5. Contact: Howard Goodwin, 18 Willard Street, Wareham, MA 02571; 508/295-5857.

SAN JOSE, CALIFORNIA, October 14. Gold Coast Railroadiana Show & Sale at Santa Clara Fairgrounds Fiesta Hall, 344 Tully Road, 10am-4pm. Admission $5, tables $35. Contact: Roy Gabriel, P.O. Box 981, Sacramento, CA 95812-0981.

OTTAWA, ONTARIO, October 14-15. Ottawa Valley Associated Railroaders and British Railway Modellers of North America meet at Algonquin College, Woodroffe Campus, 11:30am-5:30pm Saturday, 10am-5pm Sunday. Adults $5, teens and seniors $3, 5-12 $1. Contact: D.H. Venables, 6 Trevor Crescent, Nepean, Ontario K2H 6H8.

SPOKANE, WASHINGTON, October 15. Inland Empire Rail-

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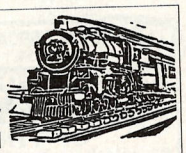

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ST. LOUIS, MISSOURI, October 21. McDonell Douglas Railroad Club Swap Meet at Greensfelder Recreation Complex at Queeny Park, 550 Weidman Road, 10am-3pm. Admission $2, under 12 free, tables $12. Contact: Wayne Schimmel, Rte. 1, Box 512, Winfield, MO 63389; 314/668-6451 after 6:30pm CST.

NEW WINDSOR, NEW YORK, October 21. St. Joseph's Autumn Special Train Show at St. Joseph's School, 148 Windsor Highway (Route 32), 9:30am-4pm. Admission $3, under 12 free with adult. Contact: Barney Prisco, R.D. 7, Box 226, Middletown, NY 10940; 914/386-5146.

JOHNSON CITY (BINGHAMTON), NEW YORK, October 22. Susquehanna Valley Chapter NRHS 2nd Annual Rail Fest at Heritage Conference Center, Watson Boulevard, 9am-4pm. Admission $3, children $1.50. Contact: Bob Pastorkey, SVRHS, P.O. Box 2415, Binghamton, NY 13902-2415; 607/775-1267.

MONACA, PENNSYLVANIA, October 22. Train Sale & Show at PNA Club, 1725 Pennsylvania Avenue, 11am-3pm. Adults $2.50, under 12 free. Contact: Clark McKim, P.O. Box 381, Racine, PA 15010; 412/843-3786 before noon.

DEARBORN/DETROIT, MICHIGAN, October 29. Trainorama '95 at Dearborn Civic Center, 15801 Michigan Avenue, 10am-4pm. Admission $3, under 12 free with adult. Contact: Steve Johnson, P.O. Box 40225, Redford, MI 48240; 313/565-1027.

WESTLAKE, OHIO, October 29. Antique and Collectible Show at Westlake Holiday Inn, 1100 Crocker Road, 10am-2pm. Adults $3, family maximum $5. Contact: Bob Frieden, Trainmaster, 9695, Chillicothe Road, Kirtland, OH 44094; 216/256-8141.

ELMONT, NEW YORK, October 29. St. Vincent De Paul Parish Train Show at St. Vincent De Paul School Auditorium, 1510 De Paul Street, 10am-3pm. Admission $5, under 12 free with adult. Contact: Frank Deorio, 1500 De Paul Street, Elmont, NY 11003; 516/352-2127.

LANCASTER, PENNSYLVANIA, October 29. Lancaster/Strasburg Train Show at Lancaster Host Resort, Route 30, 9am-2pm. Four miles from Strasburg Rail Road and Museum. Admission $3, under 12 free. Contact: Bill Siegler, 1749 Hemlock Road, Lancaster, PA 17603; 717/392-5515.

Railroadiana

BY BRUCE KELLY

F-Units on Photo CD

Slide trading has gone electronic, or so it would seem after viewing the **Covered Wagon Round Up, Volume I** CD-Rom disk from RomRAIL. For you railfans still living outside the computer world, a CD-Rom (Read Only Memory) disk looks very much like the compact disks most of us have been listening to since vinyl records dropped out of mass production. But, instead of just music, a CD-Rom disk can digitally store hundreds of still and moving pictures as well as background music, sound and narration, all of which can be enjoyed on your personal computer or photo CD player. *Covered Wagon Round Up Volume I* presents 353 superb color photos spanning six decades of EMD F-units. The perfectly exposed and composed three-quarter views, from the collections of noted motive power photographers Alan Miller and Vincent Porreca, are arranged alphabetically by railroad, with more than 120 companies represented.

You can either put the CD into standard play mode and let the computer automatically advance from one picture to the next, or manually access a specific image, using the enclosed table of contents sheet as a guide. And, you can do more than simply watch those Santa Fe F3s, Clinchfield FP7s, Northern Pacific F9s and Southern FTs flash across the monitor; RomRAIL allows you to duplicate these photos for your own enjoyment using your color printer.

Imagine this. You're feverishly pounding away on the keyboard at work, and the boss glances in as he passes by your office. Now that he's convinced you're hard at work, you simply switch documents and go back to ogling F-units and Little Joes on your computer. Thanks to RomRAIL, railfanning on the job is now easier than ever!

Covered Wagon Round Up can be viewed on MAC or PC formats as well as on Kodak Photo CD players. It sells for $64.95 plus $1.50 shipping (Colo. res. add tax) from RomRAIL, P.O. Box 22, Boulder, CO 80306-0022. Two other CD-Rom disks are already in the works: **Amtrak Silver Anniversary** (250-275 images, $55.95 plus $1.50 shipping),

Continued on page 20

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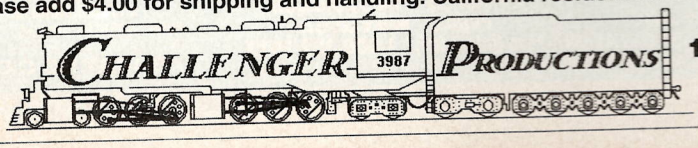

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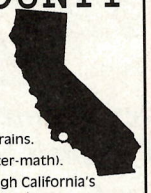

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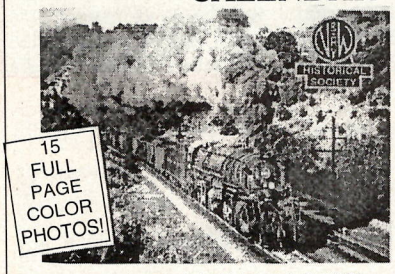

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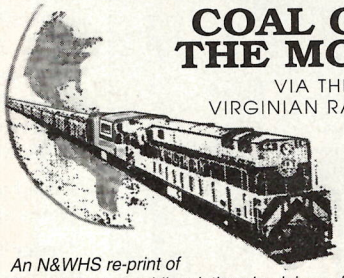

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covering America's passenger railroad from its beginning to the Genesis units of today, and **Milwaukee Road Memories** (about 275 images, $59.95 plus $1.50 shipping), offering a nostalgic look back at both diesels and electrics. None of RomRAIL's current CD-Roms feature audio, but future titles may blend pictures with authentic locomotive sounds and perhaps music or narration.

What's New?

The Wisconsin Central Locomotive Roster by M.J. Simane is a 60-page 6″×9″ softcover compiling data on the entire WC fleet, which now encompasses the fleets of the former Fox Valley River Valley, Green Bay & Western and Algoma Central. It's current enough to include the former Santa Fe FP45s which have recently begun running around the WC in their red and silver warbonnet colors. The roster is arranged by locomotive model, and each unit within that catagory is listed individually by number with such statistics as horsepower, number of cylinders, type of prime mover, length, weight, builders number and date, previous ownership and number and current paint scheme. Thirty nicely printed black and white photos give representative views of most of the diesel models mentioned. The last 18 pages contain scale drawings and statistics for WC's various locomotives, complete with two dozen mechanical specifications ranging from transition mode and battery capacity to sand capacity and truck type. It sells for $14.95 plus $2.00 shipping from JMS Desktop Publishing, 750 Redwood Drive, Aurora, IL 60506.

Lloyd Stagner serves up plenty of historical text and captions to support the more than 200 vintage pictures in **Union Pacific Steam in Color — An Eastern District Pictorial**. This 128-page 8½″×11″ hardcover documents UP steam in action and being serviced on the Nebraska, Kansas and Wyoming divisions primarily during the 1950s. From 0-6-0s to Big Boys, each class of steam locomotive that plied UP's Eastern District is portrayed in ascending order by wheel arrangement. The color reproduction is overall very good for these half-century old chromes, and there are quite a few masterpiece scenes, beginning with the front cover shot (which is duplicated in its original horizontal format inside) of streamlined Pacific 2906 in what Stagner refers to as "Leaf Brown and Armour Yellow." Other gems include a 1937 view of streamlined brown and yellow 4-8-2 7002, Challengers shoving freight up Echo Canyon and paced at speed in Nebraska, a gas-turbine leading a Big Boy west of Cheyenne and a 4-8-4

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departing Omaha with a mail-express. Complete with a UP steam roster dated May 1, 1954, it sells for $49.95 plus $3.50 shipping (foreign orders add $5.00 shipping, N.J. res. add $2.40 tax) from Morning Sun Books, 11 Sussex Court, Edison, NJ 08820. Be sure to enclose your street address for UPS delivery.

Kalmbach Publishing has released the 4th edition of the **Guide to Tourist Railroads and Railroad Museums** by George Drury. It gives a state-by-state account of museums, steam- and diesel-powered tourist trains and significant outdoor miniature railroads. Each operation is listed alphabetically by town, with essential information like schedules, fares, mailing address and phone number, a brief physical description of the site and a rough outline of the equipment that's in service or on display. About half of the listings contain fairly detailed locomotive and/or car rosters, while the rest only tell you something to the effect of "two diesels, one steam." A striking color cover shot of the Conway Scenic Railway by Les MacDonald, followed by 280 black and white photos inside add a welcome dose of illustration. This handy 320-page softcover measures 5½"×8¼", and it sells for $18.95 plus $3.00 for 4th class shipping ($4.50 for UPS) from Kalmbach Publishing, 21027 Crossroads Circle, Waukesha, WI 53187. (Wisc. and Md. res. add 5% salex tax, Va. res. add 4.5% sales tax and Canadians add 7% GST, U.S. funds only).

Color Train Cards

A colorful and varied assortment of images is presented on 2½"×3½" collectible railroad cards from Sparta Mountain Trading Cards. SMTC's 1995 series of **Train Cards** is a 53-card set highlighting steam and diesel locomotives and other equipment from throughout North America. Aside from the BN helper set on Marias Pass, Green Mountain GP9 with freight and Alaska Railroad chop-nosed GP7M (misidentified as a GP9) in passenger service, subject matter is geared around tourist railroads and

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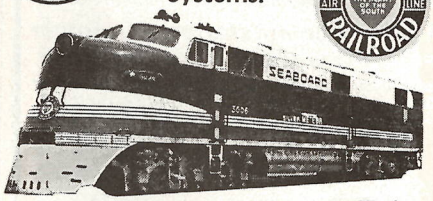

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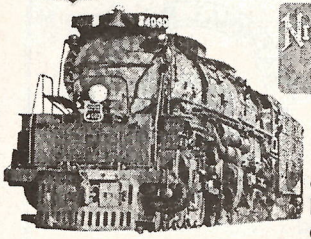

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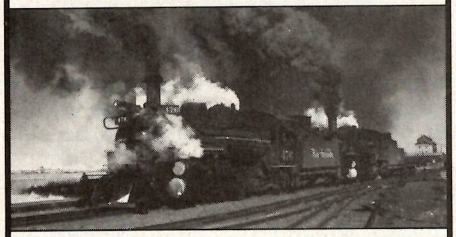

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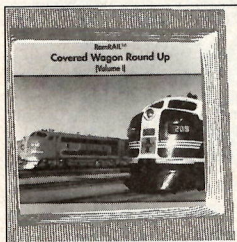

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museums. Many of the pictures are obvious publicity shots supplied by the tourist lines, but several others are original images taken by noted railfans. Skimming through the 53 cards, you'll find such subjects as steam and diesels on the White Pass & Yukon, Wilmington & Western 4-4-0 No.98, a double-header on the Grand Canyon, Napa Valley Wine Train's FPA4s, preserved Wheeling & Lake Erie and Reading cabooses, the miniature Anacortes Railway, Lackawanna 4-4-0 Camelback 952 and Southern 2-8-0 604. Each picture is printed in four-color process with gold metallic type and a UV coating, and on the non-glare back surface is a lengthy description of the locomotive, railroad or museum depicted. The Train Cards set sells for $11.95 from Sparta Mountain Trading Cards, 21 Main Street, Sparta, NJ 07871; 800/337-6818. (Now, if only SMTC had included a card or two showing NYS&W trains on nearby Sparta Mountain!)

On the Menu

BY JAMES D. PORTERFIELD

Rail Dining Plus (Part 1)

August 19, 1995, will mark the inaugural run of what in 1996 becomes America's longest-distance, privately run passenger train. The *American Orient Express* will depart Washington, D.C., and travel to Sacramento, California. It's the first of three trips between the two cities planned for 1995 (the others depart on September 9 and 16, from Sacramento and Washington, D.C., respectively, and they may already be sold out at this printing). Pursuing a leisurely land-cruise schedule, the 1995 trains take you to sight-seeing stops in Truckee, Salt Lake City, Grand Junction, Denver, Chicago, St. Louis, Cincinnati and Charlottesville. In 1996, a total of 17 departures will connect Washington with Los Angeles during March, April, May, September and October. These latter "Rediscover America" odysseys take in Charlottesville, New Orleans, San Antonio, Albuquerque, Santa Fe and the Grand Canyon over a nine-day period. Other scheduled trains will be announced when booking begins.

What makes this news appropriate for this column is the fact that fine dining is a focus on the AOE, as well as on a number of other private luxury trains around the world. A typical dinner on board the AOE opens with Seafood Consommé with Scallops

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This exciting new book covers the early history and the herculean efforts needed during wartime to move traffic using any available equipment. The road beat out competitive roads by upgrading equipment in its own shops and streamstyling several 1913 vintage Pacifics. The first road diesels arrived in 1948 with complete dieselization occurring in 1953. The NC&StL merged into the SCL System and CSX. Author Charles B. Castner was formerly with the Louisville & Nashville Public Relations Dept. The new book is packed with photos of the NC&StL both before and after merger with the L&N. Streamlined steam power and a variety of diesels are included in the many photos. Samples of passenger rolling stock provide a clue to the services once offered. 8-1/2 x 11, Hardcover, 100p. (C00087)..... $26.95 S&H

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Private luxury trains are a growth industry. With their focus on fine dining as part of the experience, they make an attractive vacation option for railfans and gastronomes alike. To get you on your way, here is a list of such trains, with brief notes and a number to call for more information (next month I will list scheduled passenger trains with a tradition of luxury).

The ***American Orient Express*** is operated by TCS Expeditions of Seattle, Washington, at 800/727-7477 or 208/882-7907. Other trains offered by TCS elsewhere in the world (presently scheduled trains are in parenthesis) include:

The Ancient Silk Road tour through China and Central Asia is a 19-day trip from Beijing to Tashkent (two trains in fall 1996). The first 13 days are on board the ***China Orient Express***, China's only private train, to Alatao in the high dessert, where you board the ***Russia***, another trainset of restored cars — these once used by Russian dignitaries — for the remainder of the trip.

The ***Nostalgic Istanbul Orient Express*** travels from Beijing through the most remote areas of China, northern Mongolia, and Siberia en route to Moscow (three spring and one fall trains in 1996). On the fifth day of this 17-day tour you board the train, a consist which is typical (give or take the final number of cars) of the private trains described here: nine restored 1930s sleeping carriages, three dining carriages, a lounge/bar car, and a shower car. You arrive in Moscow on day 14 for a last round of sightseeing.

Finally, the ***Anatolian Express*** (two trains, fall 1996), is part of a 16-day tour from Istanbul to Damascus. While in Turkey, the train is pulled by vintage steam locomotives for part of the trip.

In addition, the AOE trainset operates in early spring and late fall as The ***Branson Limited*** between San Antonio-Austin-Ft. Worth-Dallas and Branson, Missouri. The five-day package includes two nights on the train and three-days/two-nights in Branson taking in five shows. Fall 1995 trains operate on October 12 and 26 and can be booked by calling 800/263-0389 or 210/225-1100.

Another group of trains, represented in the United States by Abercrombie & Kent in Oak Brook, Illinois, at 800/323-7308 or 708/954-2944, include:

First, of course, is the ***Venice-Simplon Orient Express***, the London-Paris-Venice (or Dusseldorf-Frankfurt-Venice) train that was introduced in 1983 and generally credited with starting the private luxury train movement. This consist, with blue and gold Wagons-Lits carriages, meticulously restored down to the original patterned upholstery, operates from March through November. Shorter trips and special trains complete the service schedule.

In England, historic landmarks (Shakespeare's home, for example, or Leeds Castle),

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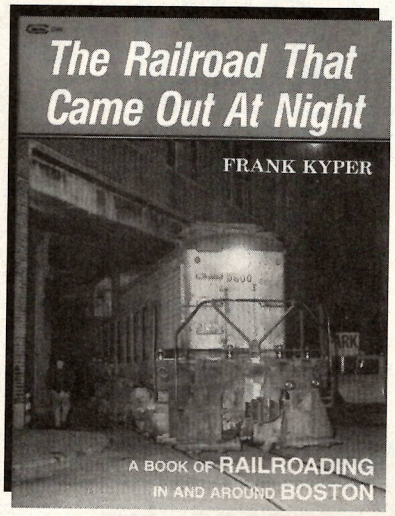

This book offers a fascinating look at Boston railroading by Frank Kyper, well known author, writer, railfan. In Kyper's own words, "put simply, (this book)...chronicles my perspective of selected pockets of Greater Boston railroadin' between about 1957 and 1977 - complete with numerous flashbacks to earlier years and to a previous century." B&M, Fore River, Union Freight South Station, Flying Scotsman, etc. Filled with wonderful trackside photos of the Boston area this book is easy to read and enjoyable.

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beautiful cities (Canterbury and Bath among them) or special occasions (weekend retreats or holidays) are offered in day excursions on restored Pullman "palaces on wheels" of the 1920s and '30s, part of the British Section of the *Venice-Simplon Orient-Express*.

The ***Eastern & Oriental Express*** travels 1,200 miles in three days between Bangkok and Singapore, departing frequently (14 trains in October, for example) year around. As you dine on European and Asian cuisines, your restored dark green and cream colored 17-car narrow-gauge trainset ambles past some of the most exotic scenery to be seen from a train, private or not.

The ***Royal Scotsman*** offers three-, five-, and seven-day tours out of Edinburgh on some of the little-used railway lines through the mountains and glens of Scotland, as well as between London and Edinburgh. Perhaps the most exclusive of these trains, the *Royal Scotsman,* accommodates only 32 passengers in rebuilt Pullman day cars which now evoke the grand images of a private gentleman's club.

Spain's ***Al Andalus Expreso*** out of Seville offers five-day tours through the historic southern Spanish region of Andalusia. All meals are served on board. Trains depart on Monday and return Friday, with high-speed *AVE* connecting service to Madrid for those wishing to return via the capital. American representatives are Marketing Ahead, Inc. in New York City at 800/223-1356 or 212/686-0271.

In Mexico, the ***South Orient Express*** provides five-day core tours (three days on the train, with optional additional sightseeing days possible) between Chihuahua and Los Mochis through the majestic and very famous Copper Canyon. Breakfasts and lunches are available on the train, but you dine and sleep in hotels along the route. It will operate October-November 1995 (with two special Christmas trains in December) and February-April 1996 by DRC Rail Tours out of Houston, Texas at 800/659-7602 or 713/872-0190.

My travel agent, herself a railfan, says to remind you that you can book these trains through your local agency as well. Call the tour operators direct, however, to ask about special pre-positioning runs. The *South Orient Express*, for example, is serviced in Ft. Worth, Texas, and thus makes four special runs between there and Chihuahua in preparation for its seasonal trips.

The focus here is on private luxury trains. Travel on board private luxury cars is also available. Abercrombie & Kent, for example, in this country offers **Great American Railway Journeys** on board the *Houston* and *Los Angeles*, restored vintage passenger cars, and such international trains as the ***Palace on Wheels*** in India and the ***Anna Karenina*** either through old Russia or from Moscow to Khabarovsk. Each year *Private Varnish*, the publication of the American Association of Private Railroad Car Owners, devotes one issue to describing cars available for charter (send a check for $4.00 with a request for the "latest private Charter Referral Directory" to AAPRCO, Inc., P.O. Box 50221, Pasadena, CA 91115-0221).

Meanwhile, if I missed a private luxury train, please drop me a note (763 Cricklewood Drive, State College, PA 16803) describing the operation and telling me who to contact for more information.

Videos

BY MIKE DEL VECCHIO

Steamtown star on the New River

Milwaukee Road 4-8-4 261 made many friends on the 1994 New River Gorge excursions, and it impressed thousands more as the star of the Steamtown Grand Opening featured in this issue. The New River Trains are an annual tradition that features a 30-plus car train each day over two October weekends. **"No.261 New River Adventure,"** from Goodheart Productions, P.O. Box 47131R, Chicago, IL 60647; 800/482-1522 or 312/384-3804, documents the 1994 trips, combining the current footage with scenes of New River Trains past. The coverage of the 1994 trips is competent and complete, showing many trackside angles and dramatic overhead views from the Hawks Nest. Included are views of 261 travelling to West Virginia from Minneapolis as Lackawanna 4-8-4 1661, with props left over from movie filming. The previous New River outings include 16mm color footage of the Chessie Steam Specials behind Ross Rowland's Chessie-painted Reading 4-8-4 2101 and later behind his C&O 4-8-4 614 on New River excursions and also during the coal train testing as 614T. Contemporary footage shows NKP 765 — New River's most often used steam locomotive — and shots of the 765 and Pere Marquette 2-8-4 1225 running side by side over portions of the New River route for the 1991 NRHS Convention. As an entertaining and well-produced tape about the 1994 New River trips with references to the significant previous trips, this tape ranks as one of the best on the subject. But now comes the cab ride.

Engineer Rich Melvin has a headset microphone, and the viewer can hear Rich's commentary as he's getting 261 up to speed. With heavy dew and leaves on the rail, Rich's hands are full between wheel slips, sanding and maintaining and loosing speed. The 261 was worked to its limit in the New River Gorge in 1994 — there's a lot of action on this tape for the price. 56 minutes, $29.95 plus $3.00 shipping (Ill. res. add 8.75% sales tax).

New Arrivals

"Alcos in the Highlands," from Rail Innovations, P.O. Box 225, Schomberg, Ontario, L0G 1T0; 800/613-3792, is the first tape we know of on the almost-brand-new Cape Breton & Central Nova Scotia Railway. This 245-mile RailTex-subsidiary quickly endeared itself to railfans by purchasing a fleet of former-CN six-motor Alco/MLW C630s and four-motor RS18s. The tape explains the black livery and Scottish Lion herald, and it discusses the heritage of the names that each of the big Alcos carry. The shops and engine terminals are visited, and trains are followed over the entire line. The videography is very well done, with good action and lots of smoke and sound. The CB&CNS features rugged surfside running, plus grandient, rural countryside and causeway running. The narration leaves almost no question unanswered. "Alcos in the Highlands" follows in Rail Innovations' tradition of well-produced documentaries

Continued on page 28

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ASSAULT ON ASHEVILLE The **"OFFICIAL TAPE"** 1989 NRHS Convention in Asheville with the NKP 587, N&W 611 and N&W 1218. 56 min.

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The NRHS Lancaster Convention

by Steve Barry

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THE LANCASTER CHAPTER of the NRHS was founded in 1935 in PRR's magnificent Lancaster passenger station, which serves Amtrak today. Convention Chairman Ron Irwin arranged for the vintage automobiles to be posed for Steve Barry's night photo session on June 28. Local steam was featured on bus trips to the Western Maryland Scenic on June 27 with ex-LS&I 2-8-0 "WM 734," shown (**opposite bottom**) on Helmstetter's Curve and the Wilmington & Western on Wednesday, June 28, (**opposite top**) with their classic 4-4-0 98.

"The Convention of the Future," with more reasonable ticket prices and less dependence upon marathon main line steam excursions, is how many regarded the National Railway Historical Society's 1995 National Convention, held at Lancaster, Pa., from June 27 through July 2. Nearby steam attractions and the fortuitous timing of the Steamtown Grand Opening on July 1 provided the convention with a fine dose of

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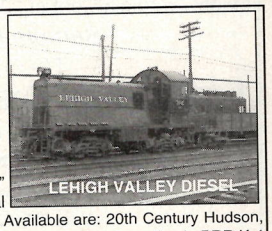

Black & White 8" x 10" photos from original negatives Circa 1935. Available are: 20th Century Hudson, NYC Pacific, CNJ "Blue Comet", CNJ Camelback, PRR K-4 #3768, PRR GG1 #4849, LV Diesel, RDG "Crusader", B&O Royal Blue", Southern PS4, C&O #471, SP "C.P. Huntington," NY Trolley, More to come! Shipped **postpaid** in 3-ring plastic sleeve. $6.95 each: **Any 3 $18.95.** ALLOW 4 WEEKS DELIVERY. N.J. residents add 6% sales tax

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steam action in spite of almost unrelentingly overcast and rainy weather.

Activities commenced on Tuesday, June 27 with a bus trip to the Western Maryland Scenic Railroad in Cumberland, Md., and a trip upgrade to Frostburg with ex-LS&I 2-8-0 "WM 734" putting on a grand show in the rain. The next day, Wilmington & Western's classic 4-4-0 No.98 (out of Greenbank, Del.) and the Queen Anne Railroad's 0-6-0T (out of Lewes, Del.) kept up the steam action.

Thursday was diesel day with authentically restored Reading FP7s 902 and 903 (owned by the Lancaster and Philadelphia Chapters, respectively) running the Reading & Northern's ex-Reading lines from West Leesport to Mount Carmel. A night photo session was held that evening at the R&N's new shop at Port Clinton (**page 65**) with the unexpected bonus of 4-6-2 425 under steam for its ferry move to Steamtown the next morning.

Friday featured seminars and activity at the newly expanded Railroad Museum of Pennsylvania, while the Strasburg Rail Road added a mixed train behind 4-8-0 475 to the day's regular schedule with 2-10-0 90. For the afternoon runs and a night photo session, the 475 was relettered NORFOLK AND WESTERN with a magnetic application sponsored by RAILFAN & RAILROAD Magazine.

Continued on page 65.

TWO PHOTOS: STEVE BARRY

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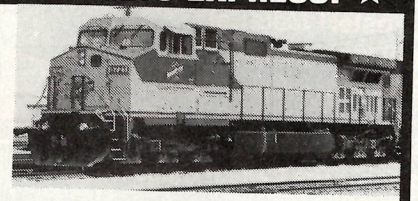

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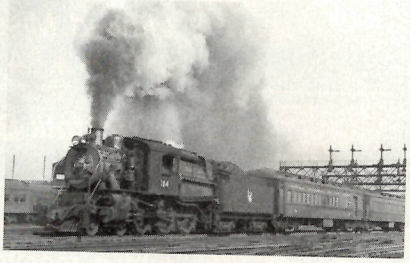

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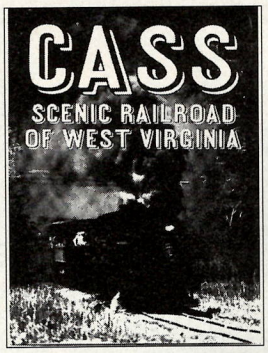

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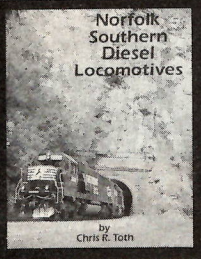

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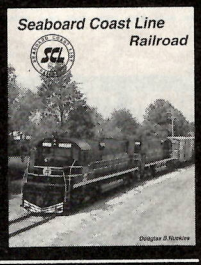

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Continued from page 25

on current Canadian action. 55 minutes, $29.95 plus $3.00 (Canada orders add 7% GST).

***"TRAINS* Magazine On Location; Cajon Pass,"** distributed by Kalmbach Publishing, 21027 Crossroads Circle, Waukesha, WI 53187, is a milestone in the rail video field — our first infomercial! Once you get past the first seven minutes plugging various Kalmbach products, here is a fine Cajon Pass tape with varied imagery and lots of dramatic lighting. *Trains*' former associate editor and FastTrack producer Paul D. Schneider combines his creative writing and videography skills with Joel Jensen's interpretive still photographic style (based on Jensen's *Trains* feature article on Cajon) to come up with a television-style video about one of railfanning's great amphitheaters. With the west side of Cajon on heavy grades, the action is slow and cautious, with faster running on the east side. The narration may be a little pretentious for some, but the overall show is pleasing, and it goes by quickly. The video footage is all contemporary, shot on Hi-8 and edited in Betacam, and most of the locomotives include Santa Fe warbonnet Dash-8s and GP60s, new image SP speed lettering on wide-nosed Dash-8s and SD70Ms, and Union Pacific SD60Ms and Super Cab Dash-8s. Cab rides and interviews with railroaders and Kalmbach staffers, and vintage black & white still photos round the show. 60 minutes, $29.95 plus $3.00 shipping (Wisc. res. add 5% sales tax, Canadian orders add 7% GST).

Feature Reviews

"Great Steam Trains, Volumes 1 and 2," produced by Greg Scholl Video Productions, P.O. Box 123, Batavia, OH 45103; 513/732-0660, VHS only, VISA and MasterCard accepted. Each volume runs 60 minutes and sells for $29.95 separately, or $49.95 for the pair if

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Greg Scholl has taken footage shot over the past half-dozen years to produce two tapes concentrating on a different group of lines and locomotives in each tape. The end result is a flavor of several current fantrip steam locomotives on each video, and the format may appeal to viewers who tire of endless runbys of the same engine on a regular, full-length tape.

Volume One starts with Nickel Plate 2-8-2 587 on a run from Frankfort to Muncie, Indiana, on old NKP trackage. Shots from two identical trips are combined into one. Being Indiana, the scenery is reasonably flat and the track straight, so the scene variation is provided by grain elevators, town buildings and a few starts with good smoke and lots of whistle (a little too much whistle for my taste, however). We next visit the Conway Scenic railroad's mighty ex-CN 0-6-0 7470. I say "mighty," as few 0-6-0s look as much like a bigger main line locomotive as CSRR's 7470. There are turntable and yard scenes and a number of smoky and loud runbys on the five-and-a-half-mile line, including shots where the locomotive was turned for proper sun advantage. A tour of the cab of the live N&W 2-6-6-4 1218 is next, with all controls explained by the engineer and fireman. Volume One ends with N&W 4-8-4 611 on the Peavine east of Cincinnati in 1990 where a few grades give the engine something to do — including stalling and having to have the crew hand sand the rails for some distance. It's quite something to see the Roanoke-built 611 try to start a very heavy train on the grade and ultimately conquer Peebles Hill.

Volume Two provides a super look at an operation most fans may not have known about — one which recalls the glory days of CPR's Norton-Chipman branch in New Brunswick. The Salem & Hillsborough Railroad, visited in 1989, used CNR 4-6-0 1009 (MLW 1912) and CPR 4-4-0 29 (built 1887) to power several chartered passenger and freight trips with vintage equipment for

Vancouver to Prince George priority freight, No. 23, climbs the 2.2 percent Pavillion Mountain grade at Pavillion, north of Lillooet, B.C. on September 1, 1973. W.R. Hooper.

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Greg Scholl's cameras. There are some nice angles on this line, ranging from long, broadside pans to runbys over wooden trestles. The 4-4-0 powered CPR's last steam run in November 1960. Since these scenes were lensed, the Salem & Hillsborough engine facilities suffered a major fire, and it appears the 29 and 1009 won't operate again. For this lengthy S&H coverage alone, the tape is worth the price!

We next see NKP 2-8-4 765 running fast from St. Albans, W.Va., to Cincinnati for a Reds baseball game, and there are several high speed runbys and views around Cincinnati Union Terminal that are nice to see. This tape concludes with Kentucky Central's former-Reader Railroad 2-6-2 No.11 running from Paris to Maysville, Kentucky, on a Santa Claus trip under clear and cool skies. The bad news is that there's a TTI U-boat behind the steamer. The good news is that the steamer doesn't know that, and it spews the smoke and noise of a 4-8-4.

Of the two tapes, I definitely prefer Volume Two for the Salem & Hillsborough coverage. Fans interested in roughly 20-minute runby surveys of several operations should find these tapes appealing — TOM KELCEC.

Camera Bag

BY JIM BOYD

"OUTSTANDING" IN HIS FIELD, R&R's Del Vecchio used a stepladder to shoot over the crowd at the Steamtown ribbon-cutting on July 1. His view included the guests with 0-6-0 No.26 behind them (**page 60**), not possible from the press podium at left.

On Gaining Elevation

GUEST COLUMNIST: MIKE DEL VECCHIO

Did you ever get the urge to rise above the other railfans or photographers at an event? How often were you out shooting and came across a situation where just a little bit of height made the difference between getting the shot or wasting your time? Having a stepladder around can be just the ticket in many situations.

That point was driven home during the recent grand opening ceremonies at Steamtown National Historic Site, held during July 1-4, 1995. Since the place was packed people, and there would be little chance of unobstructed views of the key events, I brought a stepladder into the park. With that little tool I was able to simply find a likeable angle, plop down the ladder and shoot over the tops of everyone else. A stepladder has been a standard fixture in the back of my pickup truck for so long that I didn't think anything special about toting the thing around the park during grand opening day. Literally dozens of people had asked to briefly climb the ladder to snap a few shots, and roughly a half dozen contributors sent us photos of the grand opening crowds with my well-fed image sticking out like a cactus in the desert.

We all got a chuckle out of the photos, and editor Boyd — one of those heads in the

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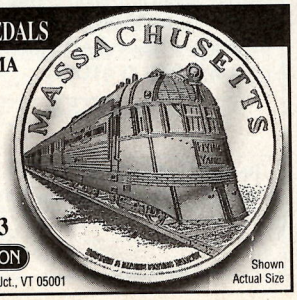

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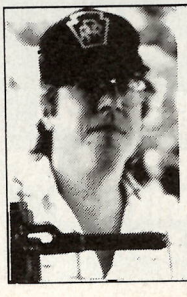
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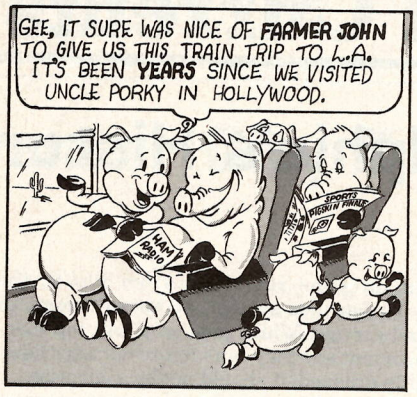
by CURT KATZ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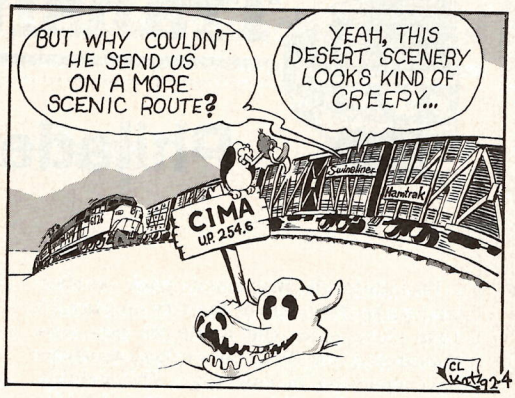

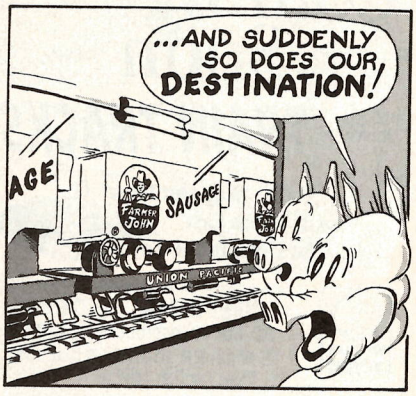

crowd — was impressed that the most useful photographic tool that day wasn't something kept in the camera bag.

Stepladders are quite useful, but the wrong ladder for the job can be a hazard. I considered many factors before finally buying one for photography, and I physically tried different types for overall usefulness and stability. Also, having spent my first years out of high school working in construction and as a volunteer fireman, I am accustomed to working with and on ladders.

Before purchasing a stepladder, consider the height you want, what type of vehicle it will be transported in, your own weight and your own fears and sure-footedness. Small two- or three-foot high ladders are the best and generally the most structurally safe, regardless of what they're made of. They can be carried in almost any car and on almost any photographic foray. Adding a camera strap to a small stepladder would be a good idea for longer bits of walking.

Stepladders also come in four-, five-, six- and eight-foot heights; wood, aluminum or plastic construction, and most all of them are good for 200-to-250-pound people. Aluminum is the lightest but also the flimsiest for its weight capacity, and they do conduct electricity (a serious consideration around electric fences or third rail country). Plastic ladders are usually flimsy, and they can get soft in a hot summer automobile trunk. As they age, their structural points can wear and weaken. Plastic is more difficult to repair.

I prefer wood ladders. They are the firmest when new, relatively light and don't nick paint on vehicles — and they float. Also, as a wooden ladder ages and loosens up, "Rube Goldbergs" like myself can either tighten it with screws or add bits of plywood between the outer runners for additional support.

Standing on any stepladder requires a certain confidence by the climber, and using one on a firm, level floor at home is different from using one on uneven or soft ground out in the field. On normal terrain, always make sure all four legs are on the ground and that the ladder doesn't rock. If it does, change the surface with your foot until the rocking stops. The higher the ladder, the more critical the footing, as the rocking is exaggerated the higher up you go. Railroad ballast is not the place for a ladder, so never use one near active track. The legs can sink between the stones without warning. Small gravel, like that used at most parks, can usually be pretty firm. Ladders are also no good on soft or wet ground, although boards can be placed under the ladder legs to spread your weight. All stepladders carry warnings about standing on the top step. And if you feel uncertain about the height, don't go any higher. Usually, the second or third step is enough to get your lens over the heads of others or above a chain link fence. Depending on size and quality, ladders run between $15.00 and $60.00 at most any hardware or department store.

At Steamtown, I was able to find a spot to frame the "Grand Parade" with the Union Pacific Big Boy, and by anchoring the ladder to a light pole with the extra tripod straps on the camera bag for firmness, I was able to use the top step and keep my balance by holding onto the pole. During the speeches, I was able to position the ladder directly in front of the speaking people, a view which contained 0-6-0 No.26 on the turntable as a back drop (see page 60), rather than the brick wall backdrop as viewed from the podium constructed for the press.

Since my capped pickup truck, a 1989 Ford Ranger, has a six-foot bed, I have a six foot wooden ladder, and it's paid for itself many times over. I paid $30.00 for it, and it remains in pretty good shape. It's money that I've never regretted spending.

Remember, be careful when using and carrying a stepladder, and use common sense when climbing on one.

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Transit Currents

Philadelphia's Historic Ce

Philadelphia welcomed back surface trolleys to the heart of the city on May 20, 1995. Ever since the Route 23 cars were "*bus*tituted" in 1992, no surface streetcars have operated in downtown Philadelphia. The Center City Welcome Line, Philadelphia's historic trolley, runs south on 12th Street to Bainbridge Street, east to 11th Street and north on 11th to Noble, which is just north of Callowhill Street, and then west to 12th Street. The cars were running every 20 minutes between 10:00 a.m. and 6:00 p.m. on weekends until daily operations began on June 18.

The Welcome Line, officially called Route 51, is intended to link various parts of downtown Philadelphia, including the new Convention Center. With the exception of the trackage on Noble Street, the line uses existing rails.

Eventually, the downtown trolley loop may again see cars from a resuscitated Route 23. Originally Route 23 was to be put back on rails in 1996 once a new streetcar fleet was purchased. But, without the money to purchase the equipment and make other changes that are necessary, the date for the return of rail service to Route 23 has been pushed beyond the turn of the century. It is likely that Route 15 on Girard Avenue, which was also converted to buses in 1992, will be the first to enjoy the use of a fleet of new cars.

The cars that operate on the new downtown circulator are painted in liveries of the past. Most service will be provided by PCCs adorned in the several ancestral color schemes of the Philadelphia Transportation Company and Red Arrow Lines (Philadelphia Suburban Transportation Company), although Red Arrow never owned single-ended PCC cars.

Correspondent Robert Stanton rode the Center City Line on its first day. He writes that it was a delight to see the reaction of people who: (1) parked on the tracks, requiring the motorman to stop and go into the local bar and drag out a motorist; (2) boarded the car thinking that Route 23 had been un-bustituted; (3) expressed real joy at having a trolley to ride, and (4) rode for short distances just to save walking.

A trip on the Downtown Circulator trolley loop costs 50¢ cash or a senior pass. Thanks again to Bob Stanton for the information.

Chicago: Good News, Bad News

Let's get the bad news over with. Bus ridership in Chicago has fallen 12.2% in comparing the first two months of 1995 with the first two months of 1994. Fares were increased in the form of an elimination of the $78.00 monthly pass on January 1, 1995. Also discontinued were the Link-Up passes that made it possible to get a reduced fare on the CTA in conjunction with an interline ride to or from PACE, the suburban bus system, or Metra commuter rail service. While some of CTA's top management say they can't figure out why ridership dropped, it should not be a surprise.

The good news is the substantial increase over expectations of ridership on the new Orange Line rapid transit system between the Loop and Midway Airport. The Orange Line started service in November 1993, and after a few months appeared to have settled down to the mid-20s in terms of ridership. Slow growth in patronage was expected, and by the current time the projections were that about 30,000 riders a day would use the new rapid transit system. To everyone's surprise and happiness, the ridership level is 42,000 on an average day in 1995, or 40% ahead of expectations.

Looking at the ridership disaster that is developing on the bus side, CTA's rail system seems to have held on to its passengers fairly well, in addition to the Orange Line. Rail ridership has been fairly constant when comparing 1995 with 1994. Thanks to Steve Scalzo for the news, good and bad.

Another Portland Streetcar Line?

The city of Portland would like to see another streetcar operation within its borders. Indeed, Portland would like to see the new trolley line in place before the west side light rapid transit line opens. But the west side expansion of MAX (Metropolitan Area eXpress) is scheduled for September 1997; it is unlikely that the additional service could begin so soon. Regardless of the timetable, the hope is that a combination of public and private funds could put the trolleys on the street in the near future. When the city opened bids on the trolley line on April 20, 1995, the only bidder was Portland Streetcar, Inc.

The proposal for the first line would take it from northwest 23rd Avenue along Lovejoy and Northrup streets, through the River district and then along 10th and 11th avenues past the Galleria shopping mall to Portland State University. In the future it is expected that the service could be extended beyond the university to Johns Landing and perhaps even on to Sellwood across the river. Thanks to Tom McGarry for the news.

PAT Problems Persist

Pittsburgh's Port Authority Transit has had many problems with its new light rail cars. These are mainly mechanical difficulties with the gear boxes, but there are also problems involved with the trucks, which embrace wheels, brakes, controls and electric motors in addition to the gear boxes. Otto Goessl writes that a consulting firm has been hired to help PAT find the problems and make recommendations on solutions. PAT may have to use some of its elderly

BY GEORGE M. SMERK

ic Center City Trolley

PCC cars and perhaps even plug in some buses in order to have sufficient equipment to meet the passenger demand on the light rail line.

Another difficulty is the $2-million reconstruction of deteriorated tracks and roadbed on Broadway in Beechview. Mr. Goessl writes that "the three-block stretch will keep one track open for bi-directional travel, utilizing track crossovers to keep the line open. The rails have worn unevenly, tracks have broken loose, and the abutting brick surface is broken up through the middle of the street. Adding to the traffic problem will be a car traffic problem, loss of a score of parking spaces, and restricted pedestrian crossing. The plus side of the work near the Fallowfield station is that modifications will now make it wheelchair accessible." The job is expected to be done late in the summer. By the way, it's reported that PAT will fine the contractor $100.00 per minute for unauthorized delays.

South Shore Little Joe 802

In the heyday of electrically powered freight service on the Chicago South Shore & South Bend Railroad, in addition to electric motive power resurrected from the Cleveland Union Terminal and other places, the South Shore boasted the use of three of the 20 electric locomotives ordered by the Soviet Union immediately after the Second World War. By the time the General Electric-built locomotives were ready to be shipped, the Cold War had started and the U.S. government prevented them from being sent. Three of the locomotives were purchased by the South Shore Line; the balance of the locomotives went to the Milwaukee Road.

The Little Joes were finally retired by the South Shore in 1987. Number 802 went from the South Shore to the B&O Railway Museum in Baltimore. More recently, the CSX system donated locomotive 802 to the Lake Shore Railway Museum in North East, Pennsylvania. This is a point not far from Erie, where 802 first saw the light of day at the General Electric shops. The locomotive was moved by CSX from Baltimore to Cleveland, and then was to be moved by Conrail to its destination. The locomotive sat for months in Conrail's Rockport rail yard close by the Cleveland Hopkins International Airport. Repairs needed before Conrail would move the 802 were a very low priority. The locomotive may well be in North East, Pa., by the time you read this. Thanks to Joseph H. Boatwright for the information.

Pacific Electric Tower Car Restoration

The Orange Empire Railway Museum (P.O. Box 548, Perris, CA 92572-0548) is the owner of Pacific Electric Tower Car 00157. The 80-year-old car was retired by PE in 1957 but has continued to work hard after its retirement and has been used extensively at the museum for the last 37 years. In honor of its 80th birthday, the car has been selected as the next major restoration project by Bill Wisneski.

Built at Pacific Electric's 7th & Alameda Shops, 00157 entered regular service on May 24, 1915. From 1915 to 1929, it was the only line car on the PE system that could operate on either 600 or 1200 volts. This meant that it was heavily used on the San Bernardino line. The planned restoration will attempt to return the car to its mid-1950s appearance; unfortunately, it is difficult to determine just what the 00157 looked like in the 1950s. The museum is looking for people who have pictures of the car or can help discover the paint and lettering schemes used in the past. If you have pictures or information, please contact OERM.

Flashes

In **DENVER** there is necessary movement on the new Southwest Corridor light rail line. The draft environmental impact statement was sent to the Federal Transit Administration for comment in the spring of 1995. The final EIS is scheduled for completion in August 1995. The Southwest Corridor will be 8.7 miles long, which will mean Denver will have 14 miles of light rail when the addition is joined with the 5.3-mile Central Corridor. The project is expected to cost $127.5 million in 1992 money. Thanks to the Southwest Corridor *Spotlight* newsletter, Regional Transportation District, 1600 Blake Street, No.21, Denver, CO 80202.

According to some news received from Charles Bogart, the **OHIO RAILWAY MUSEUM** at Worthington scrapped RTA PCC car No.64 and Cincinnati PCC car 1158 over the winter.

In **CHICAGO**, unhappiness is riding the rails of the Douglas Park elevated. Steve Scalzo says the proposal to shut down the line for rehabilitation has generated a large-scale protest from neighborhood residents. Protesters are calling for local hearings in the affected neighborhood.

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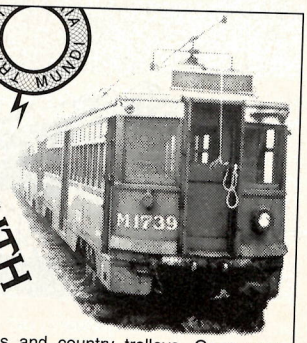

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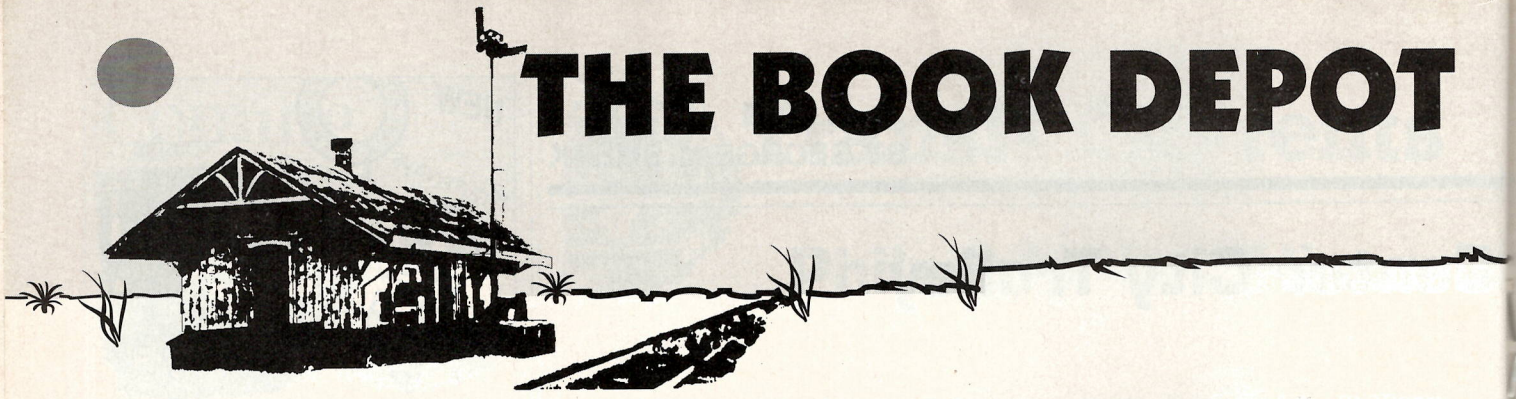

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Railnews

THE FIRST SD80MACs The first two 5000-h.p. SD80MACs, EMD 8000 and 8001, have been completed, and they'll begin their lives as prototypes. General Motors Diesel Division in London, Ontario, outshopped the pair during July 1995, and both have been painted in a solid wine with white lettering and black underframe livery. The reason for the simple paint job is that these two units will be heavily evaluated, and carbody changes may be possible. These two prototype SD80MAC's feature 20-cylinder 710G3 prime movers and 6000-h.p. a.c. traction electrical systems and traction motors.

They are the first of EMD's "platform locomotives," designed to easily accept the new four-stroke "H-series" 6000-horsepower engine being developed by EMD at LaGrange. The 8000 is being shipped to the AAR test center in Pueblo, Colorado, and the 8001 is going to LaGrange for testing by the engineering department. These new units appear similar to the current SD70MAC's, except for a very pronounced angled radiators on the carbody which allow more space for the new H-series engine. Once evaluations are complete, these two units will get a proper wine-and-gray EMD livery and be sent on a demonstration tour for more than a year.

Current orders for 5000-h.p. SD80MAC's include 108 units for Conrail, the first 21 of which are due in the fall of 1995. Union Pacific has committed to 6000-h.p. SD90MAC's with the four-stroke engines beginning in 1996.

ICC APPROVES BN-SANTA FE MERGER On July 20, 1995, the Interstate Commerce Commission unanimously approved the merger of Burlington Northern and Santa Fe. A final, written decision was scheduled to be issued on August 23. The merged system, to be called Burlington Northern Santa Fe, will involve 31,000 miles of track in 27 states and two Canadian provinces. Upon notice of the ICC approval, BN chairman and CEO Gerald Grinstein said, "Today marks a historic milestone in the development of a single railroad dedicated to the highest standards of customer service."

One Pacific Coast publication has already reported that BNSF will base its operations out of Santa Fe's headquarters in Schaumburg, Illinois, despite the fact that BN recently opened a new $120-million, 273,000-square foot dispatching center in Fort Worth, Texas. BN's director of media relations Jim Sabourin cautioned against such speculation, saying that most decisions about merging the day-to-day management of BN and Santa Fe will not be finalized until after ICC's written approval in late August. Mike Martin, manager-public affairs at Santa Fe, added that the same rail publication and at least two newspapers have taken the words of Santa Fe chairman Robert Krebs out of context in declaring that BNSF is already planning to "acquire one of the three major Eastern railroads."

What Krebs *did* say, in an April interview with the suburban Chicago *Daily Herald*, was, "I believe there will be transcontinental mergers during my career. Being a partner in such a merger is a key to Santa Fe's strength in the 21st century." Krebs mentioned CSX, Conrail and NS as possible merger partners but stressed that negotiations have not been started and would be "much too premature." While BNSF plans to cut 2700 employees from its combined payroll of 45,000, it says it will eliminate few, if any, redundant rail lines. In most cases where BN and Santa Fe have parallel trackage, one line will generally be dedicated for time-sensitive traffic while the other will service local customers and general through freight.

NORTHERN OHIO & WESTERN A new Denver-based subsidiary of contract operator OmniTrax, known as the Northern Ohio & Western Railway (reporting marks NOW), began operations on April 11, 1995. NOW took over operations of the 26-mile long former Indiana Hi-Rail (Wabash & Erie), ex-PRR main line from Tiffin to Woodville, Ohio. The IHRC had run the line for five years, but when their contract expired, the operating authority for the line chose the new company. The NOW Railway received their former C&NW GP9 4497 in late June after leasing IHRC GP35 371 (still lettered for the WAER) for over two months. NOW interchanges with CSX at Tiffin, with NS at Maple Grove and with Conrail at Woodville. Principle business on the short line includes inbound ceramic clay and chemicals for American Standard at Tiffin and outbound lime, magnesite and stone from Premier Services at Maple Grove and from Redland Quarries' sites at Woodville and Millersville — BRUCE V. LYONS.

FORMER C&NW GP7s Railroad management company OmniTrax has been the conduit for a number of former Chicago & North Western GP7s that have wound up on the Southern Pacific powering work trains that lay fiber optic cable. During early May 1995, ex-C&NW GP7s 4381 and 4393, wearing markings for OmniTrax subsidiary Kansas Southwestern, were on loan to the SP and assigned to a train that was laying cable along the SP right of way through downtown Phoenix, Arizona. By mid-May, SP purchased four other ex-C&NW GP7s from OmniTrax for its new telecommunications arm, SP Construction Services. Former C&NW 4283, 4474, 4460 and 4481 were shopped and painted at Loveland, Colorado, to become SPCS 500-503, respectively. Aside from the large SP in speedletters on the logo, the SPCS paint scheme (**page 66**) bears no resemblance to the traditional SP livery. Look for the units anywhere fiber optic lines are being installed along the SP.

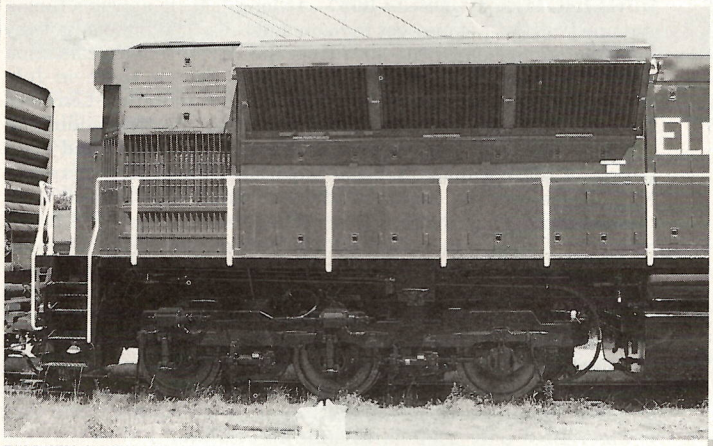
NEW ON SUSQUEHANNA At the end of World War II, the tiny New York, Susquehanna & Western, then operating some 120 miles of track, declared itself the first Class 1 railroad to fully dieselize, with an all-Alco roster of ten RS1s and six S2s. Fifty years later, the NYS&W is no longer a Class 1, but at 240 miles (plus 170 miles of rights on Conrail) with interline partnerships to Chicago and the West Coast, it's a regional to be reckoned with. And it's making diesel history again with the delivery of three new SD70M's and the first of two E9s.

NYS&W SD70M's 4050, 4052 and 4054, which had been released from GM's London, Ontario, factory in early May, were delayed nearly a month at VMV in Paducah, Kentucky, while paint was applied, toilets installed and paperwork finalized. On June 29, the trio finally began their roundabout journey to home rails, first being shuttled from Paducah to Madisonville, Ky., by a Paducah & Louisville freight and then powering a P&L coal train to Louisville. Once ferried to Chicago by NS, the three SD70M's were sent east on consecutive runs of joint NS/NYS&W train 258, one at a time, in numerical order, with the 4050 becoming the first of the new units to travel over the route of the *original* Susquehanna in northern New Jersey on July 7. Railfans who had eagerly awaited the arrival of Susie Q's super cabs were disappointed when all three SD70M's made their maiden voyages east in trailing position behind pooled NS power, and their first trips west departed New Jersey in the dark of night. On July 17, the 4052 lost its right front sander nozzle when it struck a downed tree at Lake Grinnell, N.J., but other than that, the Susquehanna's SD70M's have settled nicely into the road's daily train cycle.

While bolstering its bread and butter freight business with new super cabs, NYS&W is also enhancing its passenger fleet with a pair of HEP-equipped former Burlington Northern E9 diesels retired from Chicago's Metra commuter service. The first of the two cab units, NYS&W 2400 (ex-BN 9921, nee-CB&Q 9991), was painted by NRE in Illinois and delivered to the NYS&W's Northern Division during late June in time to join 2-8-2 142 on its road trip from Syracuse, N.Y., to Scranton, Pa., for the Steamtown Grand Opening (**page 4**). Its wine, gold and black livery matches the Susquehanna business car fleet. E9 2402 (ex-BN 9915, nee-CB&Q 9985A) was expected to arrive some time in August. (For the record, the CB&Q numbers mentioned in last month's RAILNEWS on the E9s were incorrect, as they did not take into account the BN renumbering which took place when the units were rebuilt in the 1970s.)

NEW ON THE AMADOR CENTRAL The Amador Central's long-awaited EMD power got closer to home rails on July 5, 1995, when the SW1200 was spotted in SP's Stockton yard en route to the AMC at Ione, California. The ex-Ashley, Drew & Northern 1208 (nee-178) was turned out as EMD c/n 28344 in June 1963. Transferred to AMC by Georgia-Pacific in April 1995, the unit spent much of May and June in El Paso getting new wheels courtesy of the SP (who learned you can't drag engines across Texas with the hand brake set). AMC No.11 is spiffed up in royal blue with white stripes and gloss black trucks — TED BENSON.

AN AAR SPECIAL During June 26-27, 1995, the Association of American Railroads Operating Committee ran a nine-car special



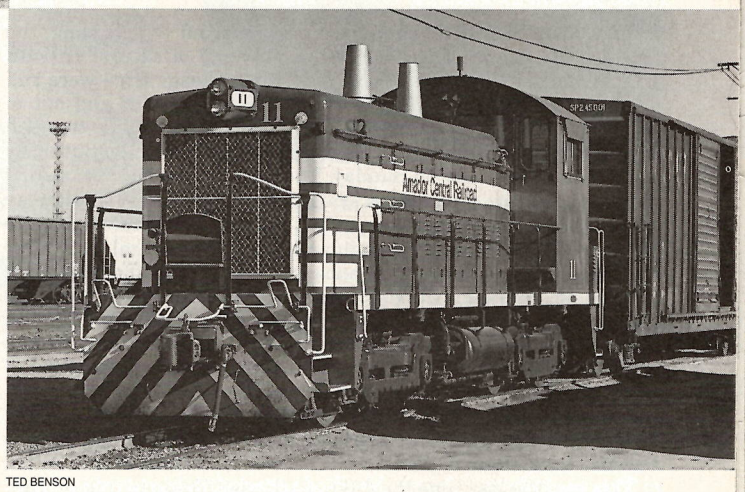
TWO PHOTOS: CHRISTOPHER J. MARTIN

THE FIRST SD80MACs, EMD 8000 and 8001, were outshopped at London, Ontario, where the 8000 (**above**) was seen on July 15. The units feature a paint scheme of wine red with white lettering and black underframe. They are more noticeable for their dramatically flared radiator housings (**left**) which can accommodate the big H-series 6000-h.p. engine that will eventually replace the locomotives' existing 5000-h.p.

NEW ON THE AMADOR CENTRAL is SW1200 No.11 (ex-Ashley, Drew & Northern 1208, nee-178), which was at SP's Stockton, Calif., yard (**below**) on July 5 while en route to the AMC at Ione, Calif. The 1963 EMD is painted royal blue with white stripes and black trucks.

DON SCOTT

ELECTRIC RAILWAY WEEKEND, sponsored by the Central Electric Railfans' Association in Toronto during May 27-28, featured a seven-hour fantrip with two 4500-series PCC cars, much of it on non-revenue trackage.



TED BENSON

on SP's former Rio Grande lines in Colorado via Tennessee Pass and Moffat Tunnel. The train departed Colorado Springs at 8:30 a.m., with Cotton Belt GP60 9690 and SP GP60 9780 powering the consist of UP and Santa Fe business cars down the Joint Line to Pueblo. At SP's Pueblo yard, a bus brought other attendees from the AAR's Transportation Test Center to board the train. Then it was westward along the raging Arkansas River and past Cañon City for a 15-minute stop at the Royal Gorge. On up the line, the special had a meet with Wisconsin Central SD45 6596 on an eastbound general merchandise freight at Kobe siding near Leadville. Making good time on the old D&RGW, the train pulled into Minturn before the scheduled 5:00 p.m. arrival time. The approximately 48 passengers boarded a bus and were taken to Vail for the overnight stay. The train was serviced and kept under the watchful eye of an SP special agent at Minturn. June 27 found the train ready to continue the circle tour to Denver, departing Minturn at 8:00 a.m. At Dotsero, the train turned east onto the Moffat Road. It made good time over the busy coal-hauling route and through the Moffat Tunnel, arriving ahead of the scheduled 3:00 p.m. return time at Denver Union Station — CHIP SHERMAN.

ELECTRIC RAILWAY WEEKEND The Central Electric Railfans' Association sponsored its 6th Annual Electric Railway Weekend in Toronto during May 27-28, 1995. The highlight of the event was

Sunday's seven-hour fantrip over much of the Toronto streetcar system using two 4500-series PCC cars. Drizzly weather didn't dampen the spirits of some 100 CERA members as chartered PCC's covered much non-revenue trackage and made numerous photo stops. At the Hillcrest Shops, Toronto Transit Commission's only operational Peter Witt car, 2766, was on view for the fans — DON SCOTT.

THE "DRI LINE" June 29, 1995, marked the last day of operation for the Davenport, Rock Island & North Western Railroad when engineer Dan Sharp tied up job 103 at Bettendorf, Iowa, for the final time, closing the book on the 94-year old, 48-mile short line. The so-called "Dri Line" will be divided between its two co-owners, BN and CP Rail (formerly Milwaukee Road). CP is getting the Iowa side of the DRI&NW, which involves 32 miles of track between Davenport and Clinton. BN will take the Illinois trackage plus the Crescent Bridge over the Mississippi River that links the railroad's two namesake cities of Davenport, Iowa, and Rock Island, Ill., however it's already rumored that the bridge may soon be locked into open position for river traffic with BN trains utilizing the Iowa Interstate's former Rock Island bridge. In exchange for CP taking over the bulk of the DRI&NW, BN is also getting some 30 miles of Soo (ex-Milwaukee Road) trackage along the Illinois side of the river between East Moline and Albany/East Clinton. Both railroads will share equal trackage rights on all former DRI&NW property. As for the Dri Line's four surviving locomotives, NW2 121 has gone to the Illinois Railway Museum while SW7s 108 and 109 and SW1200 602 remain on the property awaiting either assimilation into the CP fleet or disposition elsewhere — TOM MCNAIR.

ILLINOIS CENTRAL E8 100 As of mid-July, the first of the IC's two former BN/Metra E8s was released from the Woodcrest Shops in the Chicago suburb of Homewood, Illinois, in its new IC paint and number (**page 4**). E8 100 (ex-BN E8Au 9901, nee-CB&Q 9938A) will soon be joined by sister unit 101 (ex-BN 9904, nee-CB&Q 9977), which was expected out by late August. The E8s were delivered to the IC in February 1995 by NRE in exchange for a pair of SD40s. The 100 and 101 will be used primarily to power a matching gray and black business train which the IC is assembling.

THE CHALLENGER To start the summer off with a bang, the Gulf Coast Chapter NRHS hosted a weekend of excursions with UP Challenger 3985 as the star. Two rare mileage trips were run on June 10 and 11 as all-day round trip outings in and out of Houston. The 23-car train, dubbed the *Gulf Coast Eagle*, traveled the ex-Missouri Pacific lines north to College Station on Saturday and south to Bay City on Sunday. The trips were a success, selling out way in advance, and went along smoothly despite a short delay on Saturday when a valve gear bolt fell off on the return trip to Houston. The Challenger remained in Houston several days after the Houston trips for maintenance and then headed back towards Omaha on Thursday, June 15. Four organizations, the Arkansas Railroad Club, the Gulf Coast Chapter NRHS (Houston), the Red River Valley Railroad & Historical Society (Oklahoma) and the Age of Steam Museum in Dallas, sponsored excursions over portions of the route. UP steam boss Steve Lee said that "the trips went well, but too many sections [of the ferry moves] went without sponsorship." Low rail-group support is surprising with so few Class 1s willing to handle steam these days.

This was the last time the 4-6-6-4 will visit Texas in this century as plans are to complete 4-8-4 844's overhaul and to begin one on the Challenger, which could take up to four years — TOM KLINE.

ALCOS FROM THE 1940s For a brief moment on June 6, 1995, an Alco steam locomotive built in 1943 was side-by-side with an Alco diesel built in 1947 (**page 4**) when Union Pacific 4-6-6-4 3985, powering a trip from Little Rock to Monroe, La., for the Arkansas Railroad Club, steamed past the Paperton Junction Southern's RSC2 No.5 in Pine Bluff, Arkansas. The UP excursion was part of a major Challenger tour between Omaha and Houston (see previous story). To greet the passing special, PJS No.5 and a wooden Cotton Belt caboose were strategically positioned where the UP and 2.75-mile PJS run parallel for a mile and a half in Pine Bluff.

Paperton Junction Southern shares its initials with owner Peter J. Smykla, Jr., a regular R&R contributor who purchased the line in December 1992. (That's a PJS photo of the PJS Alco on page 4, by the way.) The trackage once linked the Pine Bluff Arsenal with the Cotton Belt main line, but today it sees no revenue freight. Rail traffic to the arsenal is now handled through at a different connection. The RSC2 was built as Milwaukee Road 985, renumbered 591 and 578 (the latter received in 1965 when its nose was chopped), before being sold to Wisconsin's Kettle Moraine tourist line as their No.5. The KM sold it to the nearby Brillion & Forest Junction, from which Smykla purchased it.

Peter also owns Litchfield & Madison RS3 No.303, the very last RS3 built, in 1956 as L&M 303 (later C&NW 2nd 1554). The 303's nose was chopped while owned by the Michigan Northern, and Smykla bought the short hood from L&M 302 as a replacement. Peter Smylka said that he would very much work with and encourage any museum that would like to restore the 303. Smykla is completing a two-stall enginehouse and a restoration of MoPac 36-foot wooden boxcar 121007. That caboose trailing the RSC2 on page 4 is a veteran of Cotton Belt's quaint Paragould & Southeastern mixed.

BURLINGTON HUDSON 3007 At long last, it appears that a genuine CB&Q 4-6-4 may get to roam and rails. The Illinois Railway Museum purchased CB&Q 3007 from the Purple Martin collection along Interstate 80 in Atlantic, Iowa, at an auction there on July 19, 1995, which also peddled all of the roughly 20 (former-L&N and IC) passenger cars stored behind the Hudson. Parties bidding on the 3007 included Jerry Jacobson of the Ohio Central and John Larkin of the Escanaba & Lake Superior. IRM general manager Nick Kallas won the engine at $70,000, which was $30,000 more than he had been authorized to spend. At the very next IRM Board meeting, Kallas was called on the carpet, formally censured (to satisfy the non-profit bylaws), then ceremonially fired as Museum G.M. Repairing to a nearby pub after the meeting, the board reinstated and congratulated him for coming home with one of the most sought-after prizes in Midwestern steam-dom.

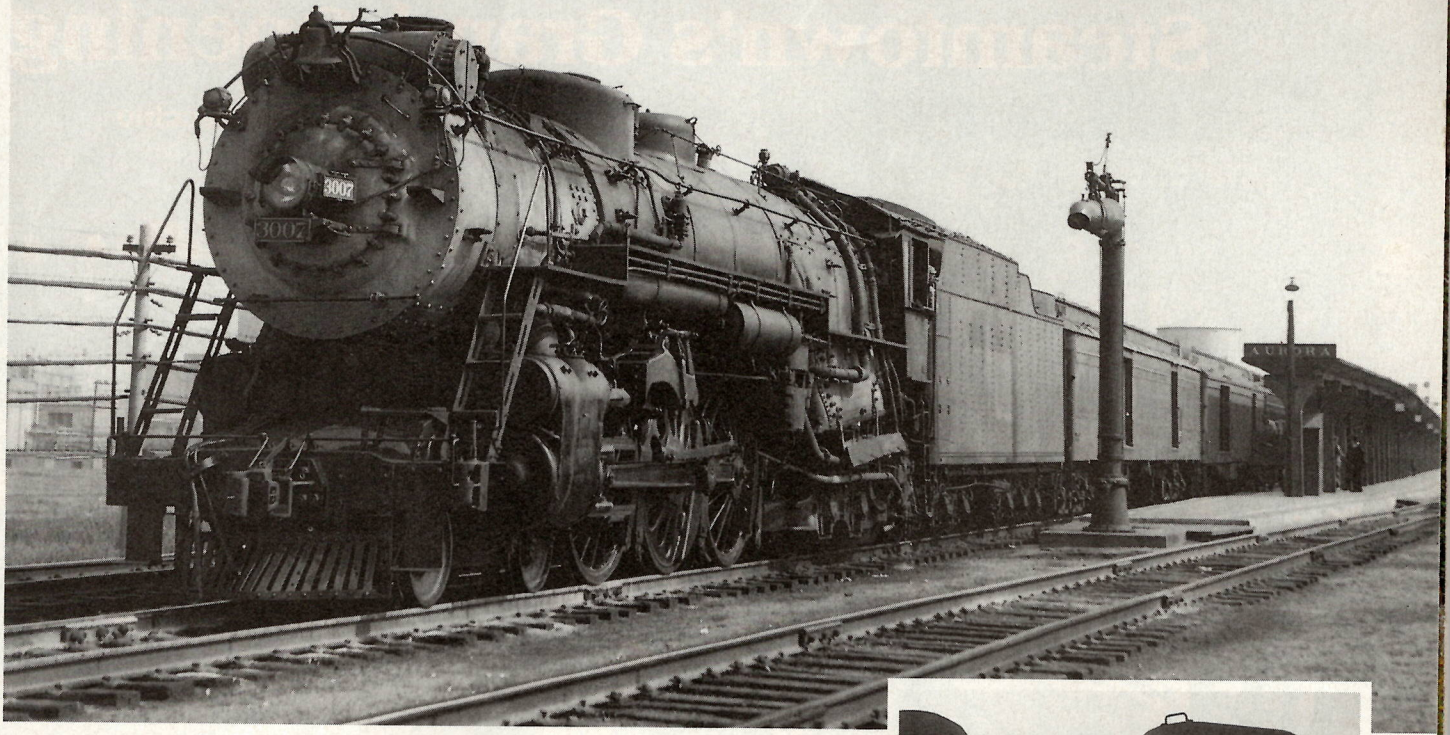
Kallas says the 3007 is "in okay shape; it has great potential." Freelance steam mechanic Gary Bensman was on hand at Atlantic and said that research he did on the engine previously found that it was retired only 2300 miles after an overhaul. Kallas says the Hudson is hot on the list to get running and that fund raising has already begun. And remember, IRM's main line is good to 50 m.p.h. for passenger trains. Tax deductible contributions can be made to IRM Project 3007, P.O. Box 427, Union, IL 60180.

SP "BLACK WIDOW" GP9 On Friday, July 14, 1995, former Southern Pacific GP9 5623 went into revenue service on the Oakland Terminal Railway in California to handle regular switch duties while OTR's own locomotive, ex-AT&SF GP7u 2197 (now OTR 97), had wheel work done. The 5623 enjoyed a public debut at the California State Railroad Museum in Sacramento during June 16-18 after it was restored in the double-ended version of SP's "black widow" paint scheme (page 17, September 1995 R&R). One of twelve passenger dual-control GP9s once owned by SP, the 5623 still sports its "torpedo boat" rooftop air reservoirs. The unit is owned in part by OTR master mechanic Howard Wise who, along with co-owner Errol Ohman, leases the Geep to the OTR for a "nominal sum" — TED BENSON.

STOLEN ARTIFACTS FROM WHIPPANY The Whippany Railway Museum in northern New Jersey was relieved of three cast iron items from its site on the Morristown & Erie Railway at Whippany. Among the items taken include a large "Stop, Look and Listen" oval railroad crossing sign from the PRR (that weighed over 150 pounds) and two round whistle signs from the DL&W, with a "W" cast on one side denoting whistle, and an "R" cast into the other for ringing the bell. Efforts were made to remove a fourth sign, but it apparently proved too heavy.

Whippany president Steve Hepler says there'll be no questions asked if the signs are returned, and that there's a $1000 reward for an arrest and conviction. Contact the Museum at 201/887-8177.

TRAGEDY AT STEAMTOWN Two boys, age 16 and 12, were killed trying to free one of two all terrain vehicles (ATV's) from



JOHN KRAUSE

BURLINGTON HUDSON 3007 was photographed in July 1948 powering Train 9, the *Galesburg Local*, at Aurora, Illinois. In July 1995, the Illinois Railway Museum made a successful $70,000 bid to buy the 4-6-4 from the Purple Martin collection during an auction in Atlantic, Ia., with plans of seeing it steamed up.

SP "BLACK WIDOW" GP9 5623 went into revenue service on the Oakland Terminal Railway on July 14. The "torpedo boat" Geep was photographed (**below**) towing private car *Tamalpais* from the SP interchange in West Oakland to the car's home in the ORT yard adjoining the Oakland Army Terminal.

TED BENSON

MIKE DEL VECCHIO

RESTORING B&M 4-6-2 3713 or NKP 2-8-4 759 is the goal of a fund drive by the L&WV Chapter NRHS, kicked off at the Steamtown Grand Opening. On July 1, 1995, Bill Whithuhn (center) donated the "first $20 bill," in the company of (l-r) Terry Gess, treasurer Mike Castellano and project chairman Mike Giannetta.

Steamtown's main line on Sunday, July 9th. CPR 4-6-2 2317 was returning on its regular Moscow run, operating tender-first and downgrade. It was rounding a 30-m.p.h. curve at 22 m.p.h. when the impact occurred. The kids were apparently trying to cross the tracks when their ATV got stuck within the gauge. Local police treated the incident as a crime scene, and the train was held for three hours while the area was cleaned up and investigated. Steamtown NHS assembled a relief train and had it there in less than a hour. In all, the Steamtown crews and car attendants were commended in the press for handling the situation well.

While all at Steamtown are saddened by the incident, the print and broadcast media in the Scranton area have come down hard on ATV's and on trespassing rather than blaming the railroad. The deaths were ruled accidental.

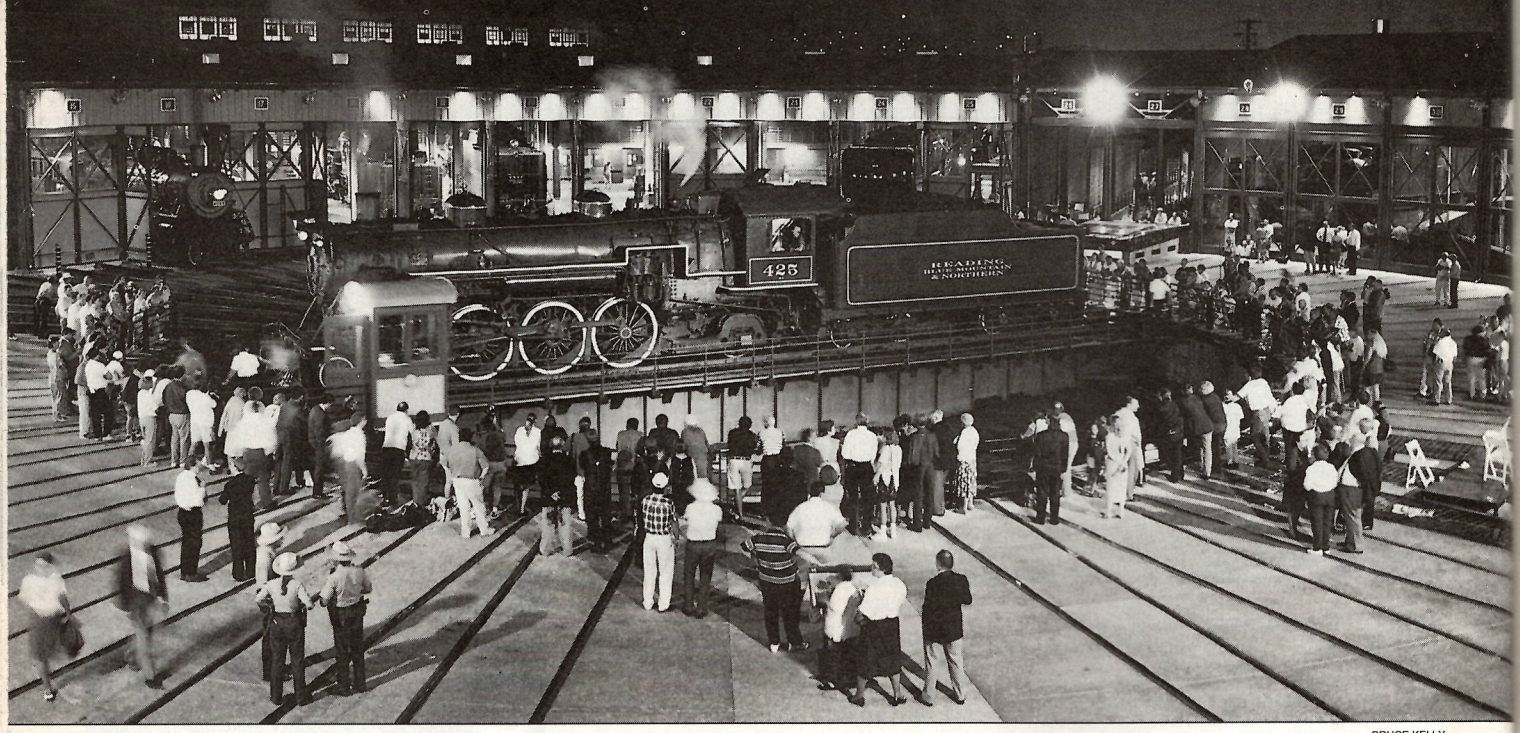
RESTORING B&M 3713 OR NKP 759 With Steamtown National Historic Site formally open for business, strong efforts are being made to restore American locomotives in the collection. The Scranton-based Lackawanna & Wyoming Valley Chapter of the NRHS has begun a fund-raising campaign to restore either Nickel Plate Road 2-8-4 759, or Boston & Maine 4-6-2 3713. Of course, the steam community would rather see the B&M engine looked at, since it is a rare example of a Lima-designed and built Pacific with beautiful proportions, and it should need minimal work. The NKP 759 is the famous High Iron fantripper that barnstormed the East in the 1970s, and the cover girl of RAILFAN's Volume 1, Number 1. The 759, most likely, needs the lesser amount of work to run, and it is the preference of the operating department as it can pull a heavy train that would normally have to be doubleheaded. The decision on which locomotive gets the priority will depend on a proper evaluation, which was being done at press time.

With the budget limitations at Steamtown, there isn't any money for locomotive restorations. But the Steamtown shop is equipped for overhauls, and labor is a budgeted item. Thus, once work is scheduled, all that's required is the steel.

Donations are tax deductible to: Locomotive Restoration Fund,

Steamtown's Grand Opening

by Mike Del Vecchio



BRUCE KELLY

When was the last time you could stand beside an American main line and not know what big steam locomotive was approaching you at track speed? And when was the last time you were poised at the edge of a working turntable (with a Baldwin 0-6-0 on it) and were startled to see a doubleheaded steam-powered passenger train departing across the yard? Or when was the last time you were looking down at an 0-6-0 on a turntable, and could see three plumes rising from behind a string of coaches in the distance, or you could simply ignore a 2-8-2 switching a heavyweight Katy observation car off a passenger train because you were more interested in watching the nearby 4-8-4?

Between July first and fourth, 1995, any of the estimated 35,000 people who attended the Grand Opening of Steamtown National Historic Site in Scranton, Pennsylvania, could have had those experiences — I know, because I did. After nine years, $80 million and carloads of controversy, Steamtown formally opened its gates to "the most modern railroad museum in the world," as described by both Walter Gray, director of the California State Railroad Museum in Sacramento, and Rob Shorland-Ball, an international railway preservation consultant and former deputy head of the National Railway Museum of Great Britain, in York, England, who were in attendance.

Steamtown Grand Opening events have been scheduled to last through September 1995 with special fantrips and displays organized for many weekends. A special, non-profit Grand Opening Committee was formed to plan and execute the events, including arranging for visiting steam locomotives to help celebrate the opening.

All those engines!

In all, there were seven live steam locomotives involved in the Grand Opening. The visiting attractions were Milwaukee 4-8-4 261 from Minneapolis, Minn.; Reading, Blue Mountain & Northern 4-6-2 425; New York, Susquehanna & Western's Chinese-built 2-8-2 142 and Lowville & Beaver River two-truck Shay No.8. Steamtown's own performers — CPR 4-6-2 2317, CNR 2-8-2 3254 and Baldwin 0-6-0 No.26 — shared the spotlight as gracious hosts. Pere Marquette 2-8-4 1225 from Owosso, Michigan, was a planned attendee, but it stayed home at the last minute due to concerns about its cozy fit through CP Rail's Detroit River Tunnel.

The ferry moves to bring the 261 and the 1225 to Scranton had been planned for months, both financially and logistically, including significant sponsorship grants from *Trains* Magazine to the support groups of both locomotives. The initial plan was for 261 to run over CP Rail System all the way to Scranton, using CP's Soo Line between the Twin Cities and Chicago hauling passengers, and then using CP Rail's trackage rights over CSX across Michigan to meet up with the 1225 near Detroit. Both engines would then together duck through the Detroit River tunnel, run across Ontario and cross back into the U.S. at Buffalo. Then it would be clear sailing on CP's trackage rights over Conrail's Southern Tier line to Binghamton and on down CP's Bridge Line Division for the last leg into Scranton.

A few weeks before 261's planned June 16th departure from Minneapolis, Soo Line management declined to run the excursions, which had been negotiated with CP Rail corporate offices in Montreal. A new route had to be found, and the Wisconsin Central was the obvious choice for the short-notice move — but the man who would have to approve the move, WC President Ed Burkhart, was out of the country. Upon

his return a week later, a deal was struck with 261, just as notice was given that the 1225 had encountered a problem. CP Rail officials measured the Pere Marquette 2-8-4 and found that its low-slung cylinders would have a clearance problem in the recently undercut Detroit River Tunnel, and neither CPRS nor CSX wanted to risk delays in the heavily trafficked 5000-foot bore. (It's interesting that the taller 261, designed during World War II to fit into Chicago's Union Station, didn't have the same clearance problem.)

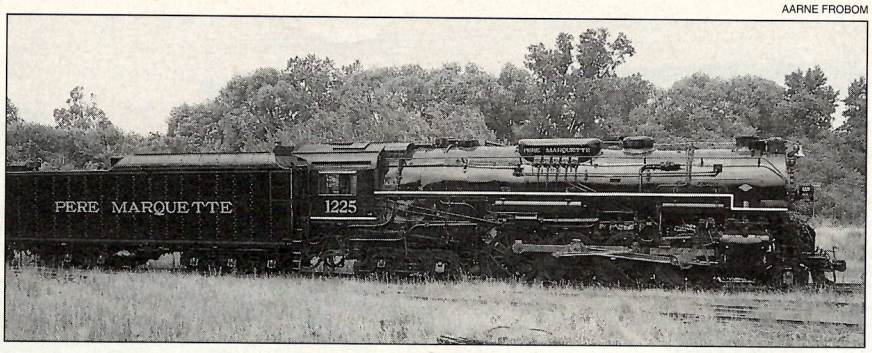
By this time it was only two weeks to the July 1 Grand Opening, and with time rapidly running out, CP and CSX went far beyond the call of duty to work with Steamtown and Lackawanna County officials to re-route around the tunnel to accommodate the 1225. Wisconsin Central okayed the two-day run to Chicago (overnight at North Fond du Lac), and 261 departed the Twin Cities on Wednesday, June 21, with its volunteer "Friends of the 261" crew and North Star Rail management not knowing what would happen once they got to Chicago.

As the 261 neared the Windy City with its six-car train, CSX agreed to run the special over the old B&O main line between Chicago and New Castle, Pa., and the 1225 could meet up at either Willard, Ohio, or New Castle. This non-passenger-carrying move (to avoid insurance liability) was made at a $25,000 additional expense to the Grand Opening Committee.

And roll the 261 did! "Why waste a perfectly good freight-hauling diesel to escort a steam engine that is quite capable of making track speed?" was the CSX philosophy, and as a result the 261 and short train found itself on a rainy night run with a clear railroad and green signals all the way, running in the traffic "wake" of Amtrak's *Broadway Limited*. Steve Sandberg, 261's engineer and NSR group leader, described it as one of the best trips they've ever had. "We were keeping legal mile-a-minute speeds in the pouring rain, thunder and lightning."

Both Sandberg and Grand Canyon Railroad chief mechanic Robert Franzen shared engineer responsibilities on 261 for the entire move, which came in handy on the 16-hour jaunt over CSX, stopping only to change CSX pilot engineers.

AARNE FROBOM



VISITING LOCOMOTIVES that helped Steamtown celebrate its Grand Opening included Reading, Blue Mountain & Northern 4-6-2 425 (**opposite**), which was spun on the turntable for the guests at the Friday night pre-opening reception, and Milwaukee Road 4-8-4 261, which rolled across Tunkhannock Viaduct (**below**) on Tuesday, June 27. Discouraged by clearance problems in the Detroit River tunnel and an extended ferry move over CSX and the B&P, Pere Marquette 2-8-4 1225 (**above**) opted out and stayed home in Owosso, Michigan.

Meanwhile, in Owosso

In spite of an intense season of hard work and preparation which had their Pere Marquette 2-8-4 in top condition and ready to steam, the much more conservative Michigan State Trust for Railway Preservation did not share Steve Sandberg's "Go for it!" spirit and were much more concerned with the logistical problems and added cost of the revised ferry move to Scranton. They wanted an additional $10,000 "up front" from the Steamtown Grand Opening Committee, which was simply not available on such short notice with the added expense already committed to the CSX routing.

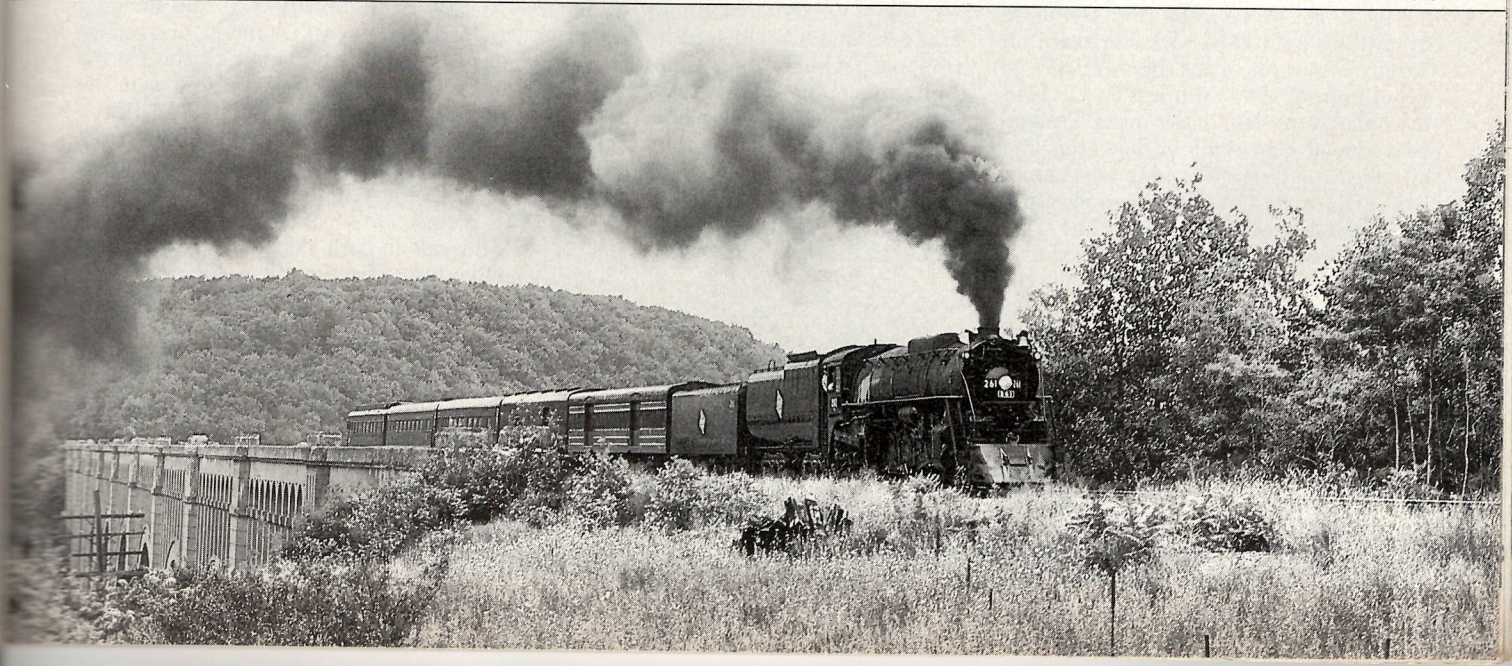
So as 261 was chasing the *Broadway* across Ohio, the 1225 was sitting cold in the rain in Owosso. The party would go on without her.

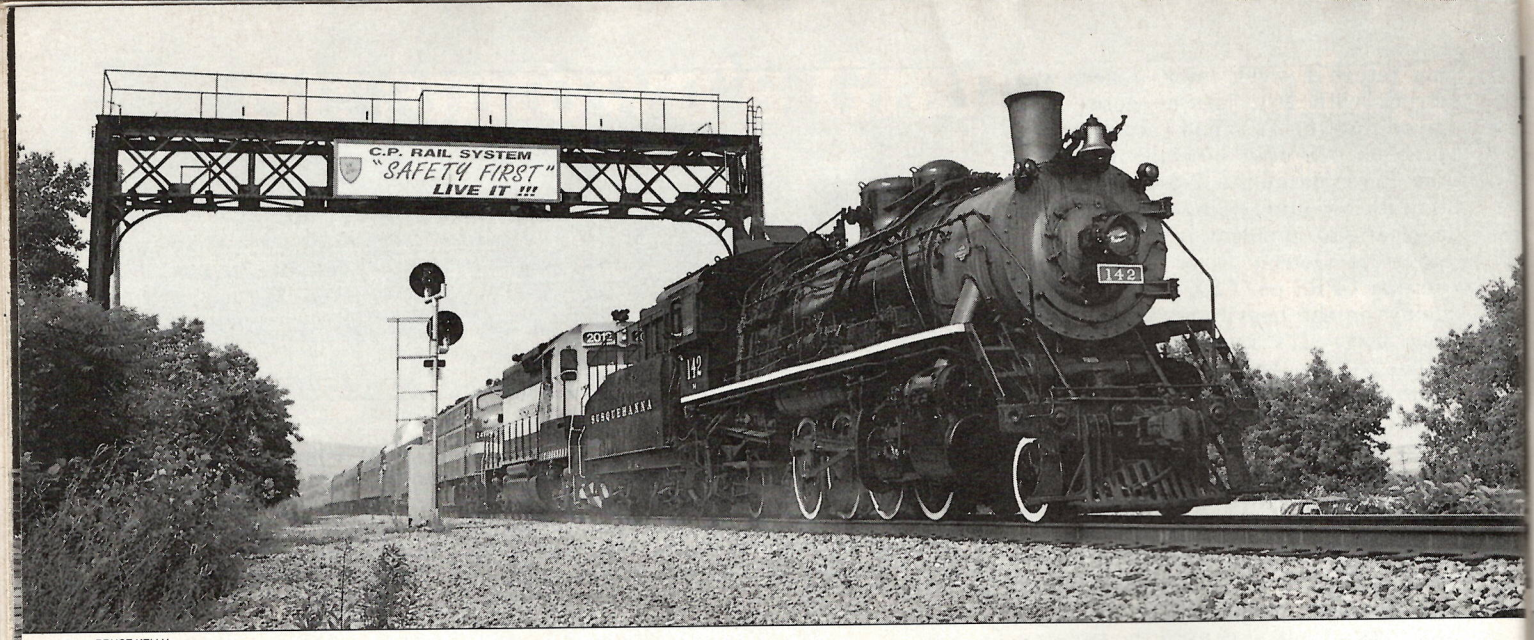
On to Scranton

On less than one day's notice, the regional Buffalo & Pittsburgh agreed to run the 261 from New Castle to Buffalo. With more pouring rain and slick rail, the 261 negotiated the near 3% grades and serpentine curves of this former-BR&P route northward. Plowing through a storm-downed tree broke an airbrake connection and accounted for the only delay on the B&P.

After more than a day's layover in Buffalo and the obligatory go-around with Conrail's "Just Say 'No' Department," 261 was ready to run to Binghamton over Conrail on CPRS trackage rights. With a diesel coupled behind 261 at Conrail's

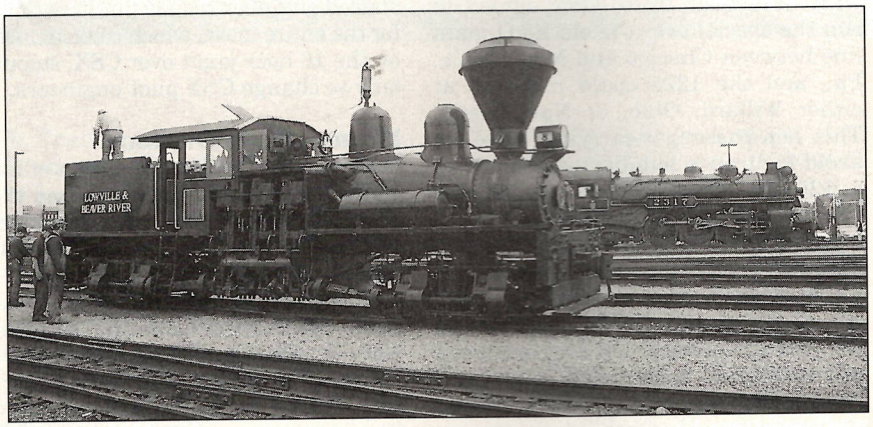
MIKE DEL VECCHIO





BRUCE KELLY

THE SUSQUEHANNA'S CHINESE-BUILT MIKADO 142 rolled down the 1.42% grade from Clarks Summit with GP38 2012 and new E9 2400 on a passenger-carrying excursion from Syracuse on Friday, June 30. The NRHS conventioneers arrived just before the opening ceremonies on Saturday in a train from Cresco (**opposite bottom**) behind Delaware-Lackawanna Alcos. Andy Muller's blue 4-6-2 425 (**opposite top**) doubleheaded with Steamtown's Canadian National 2-8-2 3254 for the last run on July 3. A real crowd pleaser was Lowville & Beaver River Shay 8 (**below**), which paused beside Steamtown's CPR 4-6-2 2317 on July 4.



MIKE DEL VECCHIO

insistence (the first time a diesel was involved in the entire trip), the special departed Buffalo around 5:00 p.m. on June 26. Heavy rains continued, and the signal system failed, causing nearly all of the wayside signals to go red. The 261 had to run the 220-plus miles to Binghamton stopping at each red signal. They finally reached Binghamton at 5:00 a.m. on Tuesday, June 27. The move from Buffalo to Scranton was provided by CP Rail at no cost to the Steamtown committee, and the CP Rail crews all proudly volunteered their services.

The southbound run from Binghamton to Scranton that afternoon was diesel-free, getting underway at roughly 3:00 p.m. En route, there was a media stop on the massive Tunkhannock Viaduct. By 6:00 that evening, the 261 was in Scranton at last. It's amazing what can be accomplished on guts, determination and somebody else's money.

Neighborhood visitors

New York, Susquehanna & Western 2-8-2 142 got to Scranton from Syracuse by pulling a 14-car excursion train on Friday, June 30, over the NYS&W to Binghamton, then running on CP Rail trackage from there to Scranton. Passengers stayed overnight in Scranton and attended the Grand Opening ceremonies before the excursion returned to Syracuse on Saturday evening, July 1st. This trip was co-sponsored by the Northeast regional *Railpace* Newsmagazine, the NYS&W and RAILFAN & RAILROAD. The NYS&W handled the ticketing, and they kept adding cars as the demand grew. Initially, NYS&W's brand new ex-BN commuter E9 2400 would be along for its HEP generator to power three cars NYS&W bought from the Norfolk Southern steam program auction. On trip day, yellow-jacket GP38 2012 was also in the consist to ensure a quick trip. The GP38 turned out to be a handy, as one wheel from the dome car dropped between the rails on the CP Rail connection at Steamtown on the return trip. After a two-hour delay in rerailing and repairing the track, the diesels whisked the train back to Syracuse as fast as safely possible, and the small-drivered 142 followed "light" at its 40-m.p.h. pace.

Blue Mountain & Reading 4-6-2 425, relettered "Reading, Blue Mountain & Northern" for the BM&R and Reading & Northern parent company, arrived on June 30 just hours before Susquehanna 142. This morning move followed the night photo session at Port Clinton (**page 65**) held in conjunction with the NRHS Convention's Reading FP7 fantrip — making 425 the only steam engine to participate separately and on different railroads in both Convention and Grand Opening activities. The 425's move to Scranton was in a special train from Jim Thorpe, Pa., consisting of Conrail's safety-painted GP38 7868, Operation Lifesaver theater/boxcar and caboose.

Lowville & Beaver River two-truck Shay No.8 was in Scranton long before the other visiting engines, having arrived on a flatcar from the upstate

New York short line back in May. Last minute mechanical bugs kept it in the Delaware-Lackawanna shop and out of Steamtown for the ribbon cutting, but on Sunday the Shay arrived in time for the night photo session (**page 60**), conducted by Steve Barry.

The Shay was built in 1918 as No.2 for the Oklahoma Portland Cement Company in Ada, Okla., and from 1920 to 1944 it boomed around four lumber companies in Mississippi before winding up at Pascagoula Veneer in 1961 and being sold to equipment dealer George Silcott. It was bought in 1966 by Bill Witbeck and sold to Tom Lawson in 1970. In 1983 it went to the Eureka Springs & North Arkansas, and was purchased in 1989 by upstate New York businessman Livingston Lansing. After initial work by Rome Locomotive Works, the Shay got its overhaul completed in 1992 by Rob Mangles on the L&BR at Lowville — and Mangles is now general manager of the Delaware-Lackawanna, Steamtown's landlord on the Mount Pocono main line. With its incredible "siren" whistle, the compact Shay became a favorite of the spectators for the rest of the weekend.

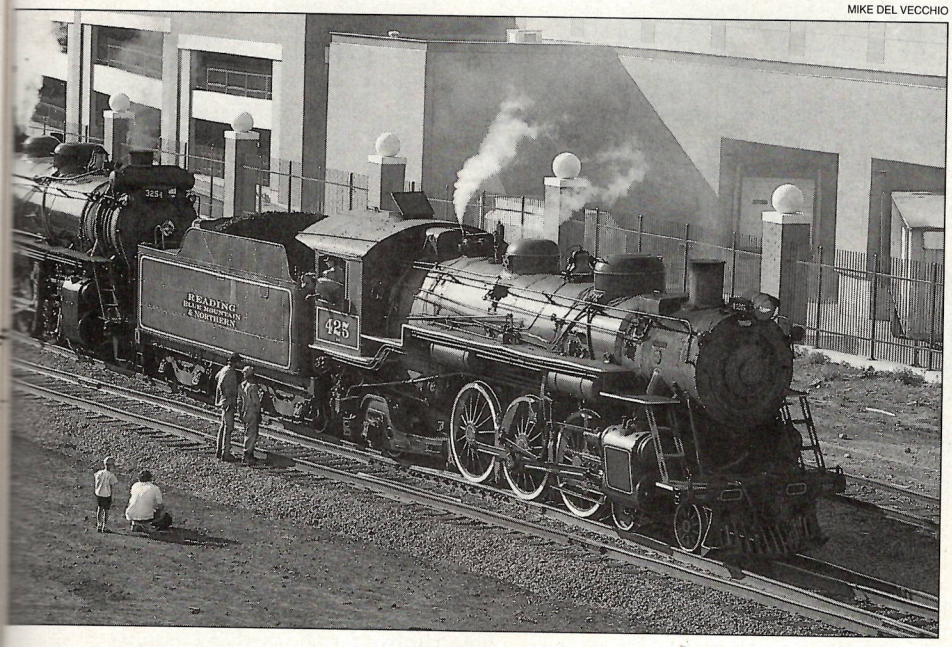
The Grand Opening

The Grand Opening ceremonies actually began at 7:00 p.m. on Friday, June 30, when the Park Service hosted a semi-formal reception for dignitaries, visiting engine crews and the media. Several hundred invited guests filled the paved area around the turntable and were treated to light food and snacks, a four-piece band and speeches, accompanied by five live steam locomotives with their faces sticking out of their roundhouse stalls, and the 261 parked on a radial track facing the turntable and the other five engines. The guests then watched as the 261 eased across the table into its stall and each of the other engines was turned and nosed into the roundhouse.

"Hazy, hot and humid," was the weather on Grand Opening day, Saturday, July 1, 1995. The Steamtown yard area and roundhouse was full of people, though excursion activity was lightened to prepare for the "Grand Parade of Steam" at 1:00 p.m. The NRHS special from Cresco arrived right on time behind Delaware-Lackawanna's "DERECO set" of Alcos (Erie Lackawanna C425s 2452 and 2461 bracketing D&H lightning stripe RS36 5019).

The conventioneers were on hand as Steamtown's Baldwin Eddystone Shop 0-6-0 No.26 lead the procession and broke the ribbon, and the other locomotives followed as Bill Withuhn, curator of transportation at the Smithsonian Institution, narrated the event from the pilot deck of Union Pacific Big Boy 4012 accompanied by Congressman Joe McDade and Steamtown superintendent Terry Gess. Steamtown's CPR 4-6-2 2317 and CNR 2-8-2 3254 and NYS&W's Mikado 142 politely rolled by, each getting due applause. Then Milwaukee 261 quietly approached with Steve Sandberg at the throttle and Robert Franzen firing. The big 4-8-4

MIKE DEL VECCHIO



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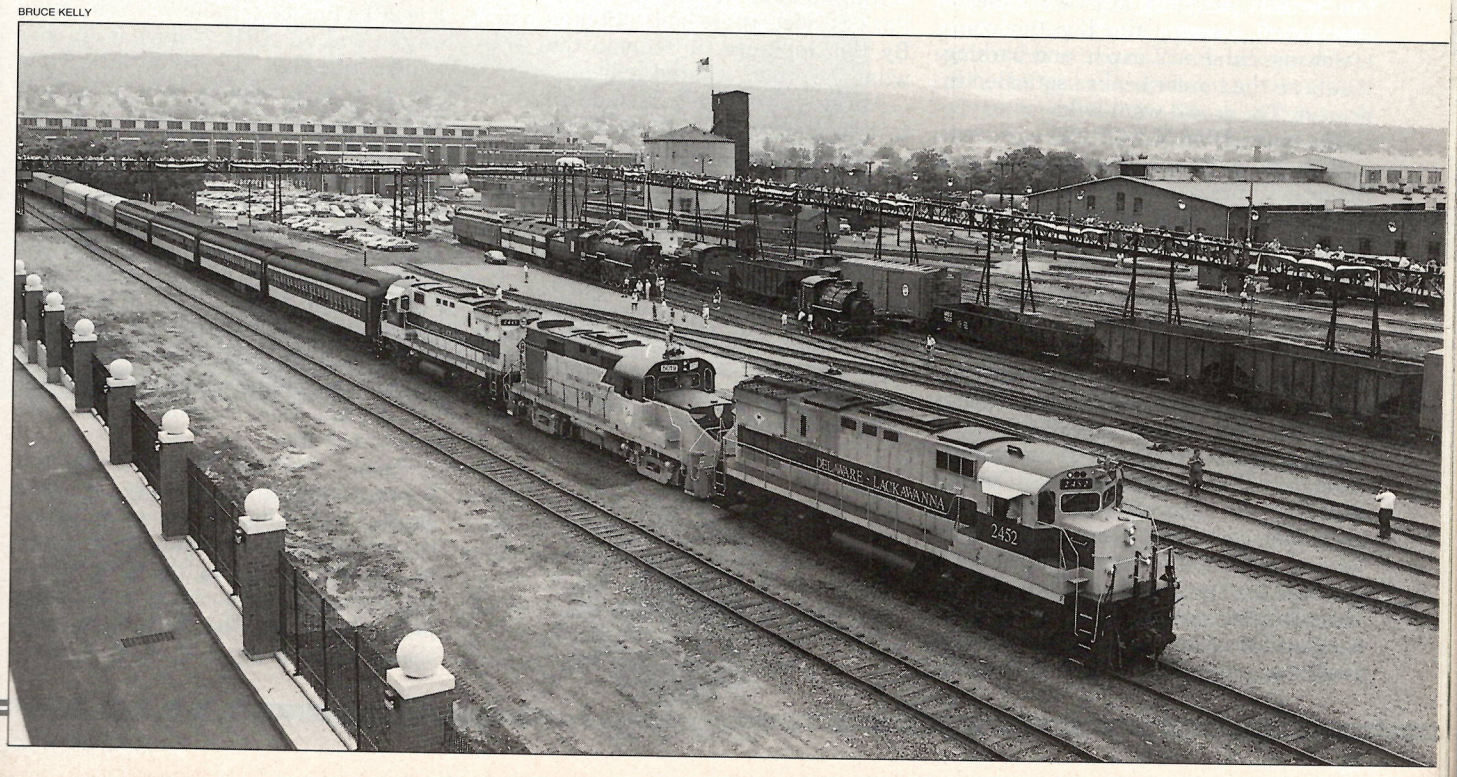
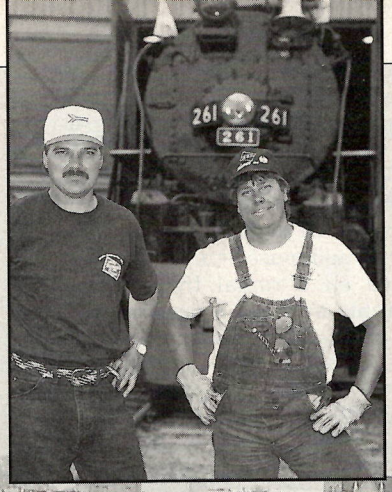
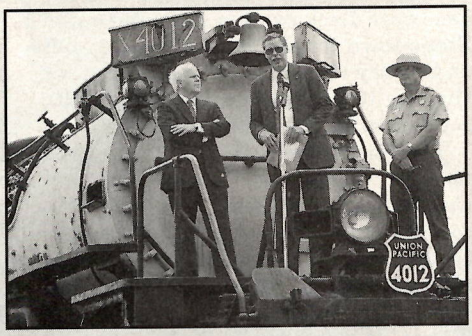






MIKE DEL VECCHIO

INSET PHOTOS, TOP LEFT: MIKE DEL VECCHIO / TOP RIGHT: CARL G. PERELMAN

suddenly came to life, as Sandberg set the tender brakes and widened out on the throttle, erupting forth with smoke and sound, passing the Big Boy-cum-reviewing-stand at 2 m.p.h. and barking loudly as the tender brakes squealed in protest. The crowd went wild.

The blue RBM&N 4-6-2 425 was next, and engineer Shane Frederickson and Steamtown fireman Seth Corwin weren't going to be outdone. The 425 barked lustily past the crowd with its handsome Frisco chime whistle punctuating the performance. The crowd loved it.

At 2:00 p.m. came the welcoming speeches and ribbon cutting. Among those on the podium were Congressman Joseph McDade, former-Governor William Scranton, Bill Withuhn, NYS&W president and CEO Walter Rich, executive director of the Lackawanna County Rail Authority Larry Malski, Steamtown superintendent Terry Gess, NPS department director John Reynolds, NPS field director for the Northeast area Marie Rust and Steamtown's former superintendent Dr. John A. Latschar. Nearly everyone spoke, most with an "it's finally open" theme. But Marie Rust declared Steamtown as NPS' "crown jewel," adding "as long as there is a National Park Service, there'll be a Steamtown." By the applause, it seemed that was what the crowd wanted to hear.

At about 3:00 p.m., Mikado 142 was to have pulled the NYS&W's trainset on Steamtown's 13-mile trip to Moscow. But because of difficulty in fitting it with a Park Service radio, the 142 stayed in the roundhouse and 2317 did the honors in tandem with the new E9.

A Convention trip to remember

At about 4:30 p.m. the 261 blasted upgrade out of Scranton with 14 carloads of NRHS conventioneers for the 26-mile trip to Pocono Summit where their busses were waiting for the return to Lancaster. The 261 ran five spectacular photo runbys for the NRHS passengers. The 261's fine performance was a fitting way to end an NRHS Convention, and it demonstrated the potential of the County-owned former-DL&W main line for fantrips with big engines.

Lackawanna and Monroe counties have purchased the line into East Stroudsburg, and they've arranged for passenger-only trackage rights into the Delaware Water Gap National Recreation Area over the part of the line that Conrail still operates. Using money from state sources and freight revenues, the line to Pocono Summit has been upgraded to 50-m.p.h. passenger train speeds, and work is continuing on the rest of the line.

When trackwork is completed, Steamtown will have very low cost access to 50 miles of remote and rural mountain main line, and all but a mile or two sits on a roughly 1% grade — the perfect place to take a train and just run it until the film is gone and the sun has set.

But there's more

With the Grand Opening ceremonies out of the way, the following three days, July 2-4, were spent running a steam-era railroad. NPS trainmaster Mark Brennan, of Erie Lackawanna and Delaware & Hudson pedigree, had four main line locomotives at his disposal (RBM&N 425, Milwaukee 261, CPR 2317 and CNR 3254), and he was in the mood to please the crowd. When some servicing glitches rather quickly made a shambles of the carefully planned schedule, Brennan and his dispatcher often had two trains on the road at once — meeting at Winton siding in the middle of the Scranton-Moscow line — with whichever engine was serviced and ready to go at the time (with the visiting locomotives favored).

Passenger attendance was much higher than expected, so extra coaches were being added as needed on the planned five Scranton-Moscow trips per day. The park opened at 9:00 a.m. each of the three mornings, and between then and the first departure (10:00 a.m.), the roundhouse was a scene right out of the 1940s with live locomotives everywhere. Milwaukee 261 was to haul the first trip out each morning, but that's all the linesiders were sure of (and even that went bust the first morning as 2317 romped uphill with the first run while the 261 was getting its tender topped off). After the first trip, it could be anything. Crisply delivered Form D's gave lineside fans with scanners an advance warning about which engine was on the way, while those "without ears" had no idea what was coming.

By Monday afternoon, two double-headers had made the Moscow run. On the Fourth of July Tuesday afternoon, Mark Brennan, responding to the steam crews griping about nothing to do while another locomotive was out on the line, coupled the three idle engines together and staged triple-headed run-bys on the depot running track. The crowd was thrilled, and hundreds of people drifted from the roundhouse out to the depot to see what the commotion was. Brennan ran a total of four of the trainless three-somes, and all of the locomotives made a terrific racket. During the three days of Moscow trips, Steamtown trains hauled more than 8100 people.

Milwaukee Road 261 missed only one of its assigned trips. On Monday morning, the first departure was delayed by an airbrake problem thought to be on the coaches. During that trip it was determined that the trouble was on the locomotive, so when it returned to Scranton, Steamtown's Chris Ahrens sent 261 "off to the roundhouse." They replaced the brake control valve, and 261 was ready for the next day. One cracked staybolt was also found in 261's firebox, and it was replaced after the July 4th trips.

Most attendees, though, agree that the surprise performer of the entire event was RBM&N's light Pacific 425. The 261 was the awesome machine that came to life in front of a crowd, as everyone expected. But the compact "Four-and-a-Quarter" barked just as loud and had the best sounding whistle in the park — and it was a dramatic runner as it was pulling tonnages much closer to its maximum tractive effort. Its engineer and caretaker Shane Frederickson was being greeted and congratulated like a celebrity as he walked through the crowds between runs with his little blue Pacific.

The museum

The Steamtown "core complex" consists of a 13-stall working roundhouse (the restored remnant of the original DL&W full circle), with technology and history museums, a visitors center and a theater making up the rest of the full circle.

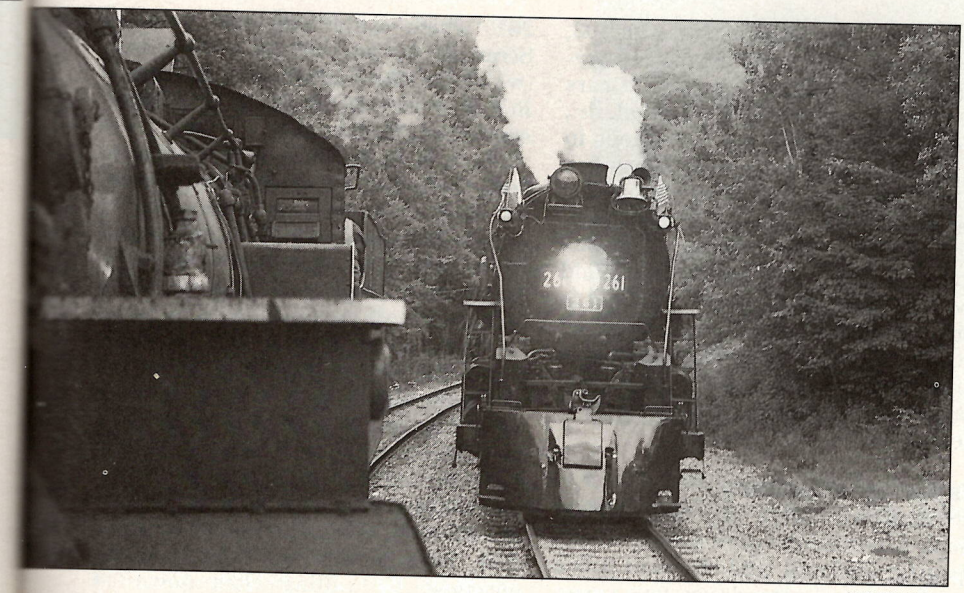
The History Museum, with photos, document displays and artifacts, takes the visitor from native Americans and gravity railroads through the heyday of area railroading and mining.

The Technology Museum illustrates and teaches steam locomotion and design, plus the other facets of steam era railroading using interactive exhibits, full-size manikins and locomotive backheads, artifact and photo displays, an HO-scale automated model of the Steamtown site circa 1937, and several video disc-based audio/video displays depicting everything from life as a steam era railroader to railroad architecture, telegraphy to railroad wrecks and locomotive running, firing and design basics. The glass roundhouse door-like windows give the museum an office building look when viewed from the turntable, but from within the museum those big windows make the real roundhouse and turntable (which has 0-6-0 No.26 on it most of the time) part of the museum as they can be seen from nearly all of the interpretative displays dealing with steam and locomotive design. Scott Becker, president of the Association of Railway Museums declared that Steamtown museum is "the best I've seen anywhere in North America." The California State Museum in Sacramento may catch up in interpretation when its technology center is completed in 1999. Even though Steamtown is formally open, its museums still have many displays that will be updated, developed and completed over time.

Other equipment

It wasn't just the steam locomotives that made the Steamtown Grand Opening a great event. The Delaware-Lackawanna Railroad Company debuted

MILWAUKEE ROAD 261 stole the show during the Grand Parade of Steam (**opposite**) on July 1 when engineer Steve Sandberg and fireman Robert Franzen (**left inset**, r to l) worked hard against the tender brakes. On the Big Boy "reviewing stand" were Congressman Joe McDade, the Smithsonian's Bill Withuhn and Steamtown's Terry Gess (**right inset**, l to r). Milwaukee 261 stormed uphill past RBM&N 4-6-2 425 (**below**) in Winton Siding on July 2.



MIKE DEL VECCHIO

BRUCE KELLY

MIKE DEL VECCHIO

STEAMTOWN ACTION can be viewed from many angles — including from a wheelchair, such as the spectator (**right**) watching 0-6-0 26 on the turntable or the accessible pedestrian ramp (**below**) to the mall. A little work would make the old Erie Jessup Branch bridge (**above**) an excellent place to view Steamtown trains (here 4-6-2 425 on July 3) in the gorge.

BRUCE KELLY

its pair of former-Erie Lackawanna Alco C425s in full EL colors and numbers (2451 and 2462), and former-D&H RS36 5019 in full D&H lightning stripe blue and gray with a terrific D&H-like "*the D-L*" shield and lettering. The 5019 is owned by Southwind Rail Travel, Ltd., of Wilkes Barre, Pa., and leased to the D-L.

Also debuted at Steamtown was Susquehanna's first E-unit, former Burlington Northern commuter E9Au 9921 (nee-CB&Q E9 9991), now in an elegant maroon and imitation gold (**page 4**). The unit has a Pennsy look to it, but the livery was more likely inspired by Susquehanna's old maroon and silver/gray passenger-hauling Alco RS1s. Susquehanna 2400 and 2402 (BN 9915, nee-CB&Q 9985A) were purchased from NRE in Silvis, Ill.; the 2402 should be completed by the fall.

One of the big hits of the event was Missouri-Kansas-Texas business car 403, one of the classiest-looking heavyweight open-platform observation cars on rails. Owned by John Marshal, Jr., of Atlanta, Ga., and normally kept in St. Louis, it came east with Milwaukee 261, providing support and lodging for the crews. It is painted Pullman green with elegant gold lettering, and the interior is finished in its original inlaid wood and period furniture. The car is noteworthy as having been used by President Truman and other dignitaries while on the Katy, and it carried the markers on most of the runs during the Steamtown Grand Opening.

It's just the beginning

Steamtown tallys say that 35,000 people attended the park during Grand Opening weekend, and the local police say the overall attendance was closer to 50,000. With the construction finished, park visitors were allowed to roam free, and nearly every turn of a locomotive driving wheel within the park could be seen from the ramp entrance to the nearby Mall at Steamtown (the ramp was built on the original footings from the DL&W coal dock).

The Grand Opening was a success in every measure, and the Park made many new friends. And perhaps the best news is that negotiations are underway for further operations with 261, which could keep the 4-8-4 in Scranton for part of the 1996 season (watch for 261 charter announcements in TIMETABLE). RBM&N's 425 will also stay throughout August.

Steamtown National Historic Site is open seven days each week, and to meet its budget Steamtown is charging a modest admission: $6.00 for adults and $2.00 for kids (toddlers are free). Steamtown is quite possibly the first National Park to charge an admission intended to help cover its overhead. Since the Grand Opening, visitation has been averaging 1000 people most days. The regular steam-powered runs to Moscow operate Friday, Saturday and Sunday, departing at 10:00 a.m. and 2:00 p.m. each day. Excursion tickets are $7.00 for adults and $4.00 for kids, and information on trips can be obtained by calling Steamtown at 717/340-5204. The other Grand Opening events are being conducted by the Steamtown Volunteer Association, which can be reached at 717/346-7275.

As a National Park dedicated to the steam era and as a place where big locomotives can run free, Steamtown is off to a great start.

Color coverage continues on page 60.

TTI RAIL TO RIVER

Bluegrass Boats

by Scott Snell

Springtime in northeastern Kentucky is a season of change and rebirth. Kentucky Bluegrass pastures flourish, while newborn foals stretch their legs under the watchful eyes of proud mares. This is thoroughbred country (Norfolk Southern is nearby, but I'm referring here to the four-legged type). Lexington and the surrounding area is recognized internationally as the equine capitol of the world, while in nearby Paris, one can find the U-Boat capital of the world.

While nature ushers in its seasonal changes, a new season in motive power is beginning on the Transkentucky Transportation Railroad, Incorporated. "TTI," known for stabling the last operating fleet of General Electric U28Bs, is currently in the process of replacing these units with U36Bs recently acquired from CSX Transportation.

Headquartered in Paris, 18 miles east of Lexington, TTI's prime objective is providing an efficient, low-cost means of transporting eastern Kentucky coal to a "Rail-To-River" transloading facility on the Ohio River at Maysville, Kentucky.

Originally constructed by the Kentucky Central in 1875, the line was purchased by the Louisville & Nashville in 1891. TTI acquired it from the L&N in 1979. TTI was faced with the challenge of rebuilding the branch, which was in deplorable condition. Tunnels were filled with mud and debris, trees grew freely along the right of way and washouts severed the line at many points. Two to three years of intensive efforts by TTI MofW forces brought the line up to respectable standards for the operation of heavy tonnage coal trains.

PHOTOGRAPHY: SCOTT SNELL

SIX TTI U28B's are about to pass beneath Kentucky Route 32 as they tackle the 1.8% grade of Cowan Hill en route from Paris to Maysville with a unit coal train on April 22, 1995.

CSX returns

TTI's success as an economical "rail conveyor belt" led to an interesting turn of events, with CSXT repurchasing the line (ICC granted approval on April 15, 1992). While many thought this would bring the demise of TTI's identity and U-Boat fleet, neither of these events has occurred. TTI has retained its autonomy and operates in conjunction with but independent from CSXT.

TTI prides itself in providing a convenient method of transporting coal, and a utility or industrial customer can expect a competitive price per ton when shipping with TTI. By coordinating rail (CSX and TTI) and river terminal (Transcontinental Terminal) charges, shipments from rail to river results in simple and efficient accounting for the customer: one statement, one invoice and one payment. With transportation representing a substantial portion of the total price of coal, TTI's integrated rail/barge operations offer an attractive combination.

While TTI's location and facilities play an important role in their success,

THE FORMER-L&N PARIS ROUNDHOUSE serves as a backshop for TTI; the former-BN/CB&Q 251 was in for work on April 22, 1995. That same day, a herd of cattle seemed to find photographer Snell more interesting than the half dozen U28B's passing behind them (**opposite**) as a Maysville-bound coal train made its way between Paris and Millersburg.

RAIL TO RIVER TTI

management considers TTI's employees as it's greatest asset. Many of TTI's personnel have been with the company since its inception and have a high productivity level, along with a great respect for safety. These factors combined, contribute to lower costs, which in turn benefits TTI's customers. Several members of the management team also had a strong background in the coal industry prior to serving with TTI.

April in Paris

The former L&N Paris yard is home to TTI's offices and shop complex. The yard, adjacent to CSX's Cincinnati-Corbin main line, has a 400-car capacity. On the south side of the yard are two single-level, modern office buildings which house train dispatchers and crews in one and administration services in

TRANSKENTUCKY TRANSPORTATION RAILROAD INCORPORATED

All-time Diesel Roster — Effective July 1995

TTI	Model	Former Road	Acquired	Status	Paint* / Notes
9	VO1000	LS&BC 9, nee-USN 65-00203	11/81	Sold Kentucky Central 1992	MBS
242	U28B	RI 242	10/81	In Service	MBS
243	U28B	RI 243	?/84	In Service	MBS
244	U28B	RI 244	10/81	In Service	MBS
245	U28B	P&LE2808	6/85	Retired	
246	U28B	RI 246	10/81	In Service	MBS
247	U28B	P&L 2809	6/85	In Service	BLK
248	U28B	RI 248	10/81	Retired	
249	U28B	P&LE 2810	6/85	Retired	
250	U28B	P&LE 2820	6/85	Sold to TTI Terminal 11/91	MBS
251	U28B	P&LE 2802	10/86	In Service	BLK
252	U28B	P&LE 2811	10/86	Retired	
253	U28B	P&LE 2812	10/86	In Service	BLK
254	U28B	RI 254	10/81	In Service	MBS
255	U28B	BN 5450, nee-CB&Q 106	5/87	In Service	GRN
256	U28B	BN 5451, nee-CB&Q 107	5/87	In Service	GRN
257	U28B	BN 5453, nee-CB&Q 109	5/87	In Service	DBL
258	U28B	BN 5455, nee-CB&Q 111	5/87	In Service	DBL
259	U28B	BN 5456, nee-CB&Q 112	5/87	In Service	MBS
260	U28B	BN 5458, nee-CB&Q 114	5/87	In Service	GRN
261	U28B	RI 261	?/84	In Service	MBS
1072	GP12	MI 1072, nee-MI 69/MI 968	11/79	Retired	Alco RS3 re-engined EMD V12 567
1075	GP12	MP 1075, nee-MP 4503/976	11/79	Retired	Alco RS3 re-engined EMD V12 567
1076	GP12	MP 1076, nee-MP 4508/981	11/79	Retired	Alco RS3 re-engined EMD V12 567
2074	Slug	SBD 2074, nee-L&N RS3 101	?	Retired	
2075	Slug	SBD 2075, nee-L&N RS3 139	?	Retired	
2076	Slug	SBD 2076, nee-L&N RS3 127	?	Retired	
2077	Slug	SBD 2077, nee-L&N RS3 145	7/85	Retired	
5729	U36B	CSX 5729, nee-SCL/SBD 1777	?/95	Possible Parts/Not Retired	
5735	U36B	CSX 5735, nee-SCL/SBD 1783	?/95	Possible Parts/Not Retired	
5758	U36B	CSX 5758, nee-SCL/SBD 1806	?/95	Needs Heavy Repair	
5763	U36B	CSX 5763, nee-SCL/SBD 1811	?/95	In Service	NTTI
5791	U36B	CSX 5791, nee-SCL/SBD 1839	?/95	In Service	NTTI
5793	U36B	CSX 5793, nee-SCL/SBD 1841	?/95	In Service	NTTI
5797	U36B	CSX 5797, nee-SCL/SBD 1845	?/95	Needs Heavy Repair	

*** PAINT KEY:** (MBS) Medium Blue & Silve, (DBL) Dark Blue, (BLK) Black, (GRN) BN Cascade green, (NTTI) New TTI livery

the other. TTI maintains its GE fleet in the remaining five stalls of the old L&N brick roundhouse, complete with operating turntable. Service tracks run through the roundhouse to an open-air servicing shed, where fueling and washing is performed. A recently installed sanding tower and overhead crane complete the spartan, yet efficient, facility.

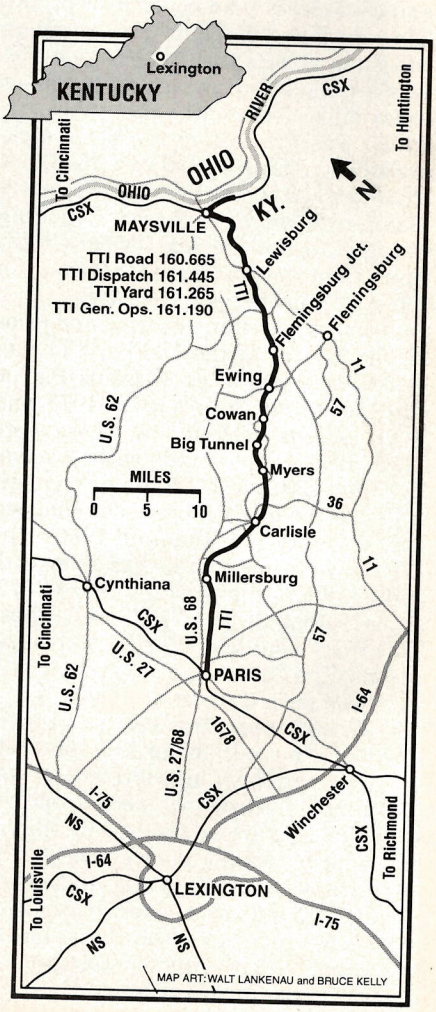
Locomotive reconditioning is performed at the Paris roundhouse by skilled TTI mechanics, machinists and electricians. Engine components are rebuilt in-house at substantial savings to the railroad. For example, cylinder heads, which were previously contracted out, are now cleaned and resurfaced, and the power assemblies are resealed, saving hundreds of dollars on each head. Some electrical work is sent out for rewiring. Carbody repairs and locomotive painting are also handled at Paris.

Operations on TTI are relatively straightforward. CSX delivers loaded coal trains to Paris off the old L&N main line and returns empty hoppers to the mines on the Eastern Kentucky and Cumberland Valley divisions. Coal trains normally consist of 90 or 120 cars. TTI assigns nine units to handle a 90-car train — six units for the head end with three helpers on the rear. The helpers are needed to tackle the three-mile, 1.8% grade up Cowan Hill. The 120-car trains are divided into a pair of 60-car consists, with six U-Boats on the point of each and no helpers. After departure of the first 60-car section, the second is dispatched approximately 30 to 45 minutes later. Empty trains returning from Maysville face a varying 1% to 2% grade up Maysville Hill but require no assistance.

There is no fixed operating schedule. During my visit in April 1995, crews were called at Paris between 3:00 and 4:00 a.m. and roughly the same time in the afternoon. TTI operates seven days per week, around the clock, with the only disruption of service occurring on major holidays.

Departing Paris, trains pass over a weigh-in-motion scale. If you're following a train, be patient, as it is being weighed and will be along shortly. Once over the scale, trains roll at the 25-m.p.h. speed limit. Following TTI from Paris is fairly simple by using Kentucky Routes 68, 36, 32, 170 and 11. Several local roads provide access to the tracks off of the main route. Scenic photographic opportunities abound, ranging from hilly farmland to rugged mountainous areas. The 50-mile run to Maysville will take a loaded train about two-and-a-half hours, with the U-Boats putting on one of the most impressive performances in contemporary railroading.

Maysville, on the Ohio River, is the next stop in the coal's "Rail-To-River" journey. TTI exercises trackage rights to cross CSX's former-C&O Cincinnati-Russell main line to reach its

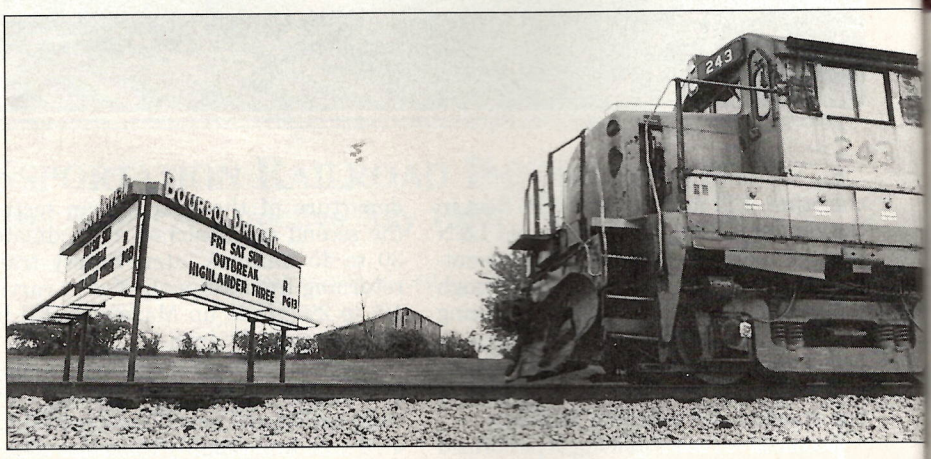


Maysville facilities. Permission to cross CSX is obtained by the TTI dispatcher in Paris from the CSX dispatcher in Jacksonville, Florida. Once across the C&O, loaded trains are pushed through the dump shed with the coal travelling on a conveyor system to the waiting barges. There is a fully enclosed thaw shed equipped with heaters to ensure the uninterrupted shipment of chemically treated coal in winter. The Transcontinental Terminal at Maysville is capable of unloading 1200 tons per hour, completely filling a barge. There is a 72-barge fleeting area with space for future expansion. Close coordination between rail and river operations regarding scheduling and unloading of cars, results in optimal cycling times. If a customer requires a train waybill or barge loading manifest, it is FAXed directly from Paris. TTI's computer system is linked directly with CSX for prompt tracking of shipments. The Maysville harbor has the capacity to ship six million tons of coal annually.

TTI's vintage U-Boats, the oldest in operation, have recently been augmented with seven ex-Seaboard Coast Line U36Bs acquired from CSX. Five units are to be reconditioned for service, with two retained for parts. Future U36B purchases are planned. As of April 1995, three units had been reconditioned, painted and placed in service.

According to TTI President M.W. (Pat) Grubb, Jr., the decision to begin replacing the U28Bs was based on several factors. Replacement turbochargers are getting increasingly harder to locate. Major electrical upgrading is needed, and for units approaching 30 years of service, this is uneconomical. The older U25B-style units are equipped with a dual fan drive which is also becoming scarce. The later "pug" model U28Bs have a single fan drive which is easier to obtain. The carbodies are also beginning to deteriorate. Current plans are to retire the early style units within three to five years and the pugs within five to seven. TTI plans on using salvaged parts from retired units to keep others in operation. The U36Bs are equipped with dynamic braking, which will provide additional fuel economy. The U28Bs do not have dynamics.

The acquisition of new motive power has also debuted a new image for TTI. The U36Bs wear a new livery, designed by President Grubb, which reflects CSX with a hint of L&N and C&O. The units sport a yellow nose with a red and white "TTI Rail-To-River" logo in Scotchlite. The yellow angles down the side of the nose and over the front battery box cover similar to CSX. The cab and hood are dark blue (a deeper shade than CSX) reminiscent of C&O Enchantment Blue, with a large version of the nose herald in yellow on the hood. The underframe and trucks are black with a yellow Scotchlite frame stripe. The U28Bs wear no less than four different schemes: TTI medium blue and silver, TTI dark blue, P&LE black and BN Cascade green.



More "River Boats"

TTI began amassing its U28B fleet with five ex-Rock Island units in 1981 and two more in 1984. The RI units sport the late-model U25B-style carbody with the downward sloping short hood and two-piece windshield, except the 254, which has the "pug" nose found on the later U28Bs and U30Bs (the 254 was a single-unit wreck-replacement order built two months after the 261, which was the last of the older style carbodies). During 1985 and 1986, ten Pittsburgh & Lake Erie U28Bs (early U28B style) were purchased. Rounding out the roster are six former-CB&Q units from the Burlington Northern in 1987, all with the pug nose style.

From its beginning in 1979 and prior to the arrival of the U28Bs, TTI had relied on a trio of ex-Missouri Pacific "GP12s" or "RS3m's" (1072, 1075 and 1076) purchased from GE. These were Alco RS3s repowered with twelve-cylinder EMD 567 1200-h.p. engines. TTI had the units' short hoods chopped for visibility. In the mid-1980s the GP12s were used in conjunction with four ex-L&N hump slugs (2074-2077, rebuilt from RS3s in 1973), but these sets were insufficient for TTI's requirements. The GP12s and slugs have been removed from the roster.

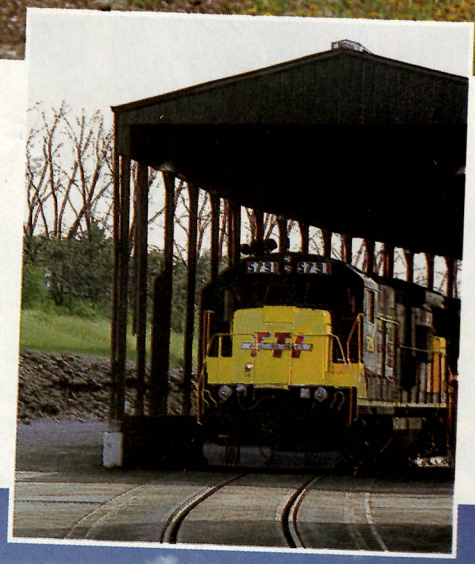
TTI rostered one additional unit worthy of note: Baldwin VO1000 No.9. This former Navy unit (65-00203) was acquired in November 1981 from the LaSalle & Bureau County in Illinois (in a new vibrant purple livery) and went to work at Maysville decked out in the TTI blue and silver. It was sold to the Kentucky Central tourist line in 1992 and is currently in storage on a siding just east of Paris.

TTI RAIL TO RIVER

Drive-in roll-by

It's a little after 10:00 o'clock on a beautiful spring evening, and the parking lot of the Bourbon Drive-In Theatre is about half full. The evenings double feature is "Outbreak" and "Highlander 3." This is my first visit to another disappearing American icon. As Dustin Hoffman makes a final stand to save the world from biological destruction, how many patrons notice the crossing lights begin to flash at the entrance to the drive-in? The car window is rolled down. Air horns and headlight disrupt the action on screen as three TTI U28Bs drift into Paris with empties. Minutes later, six more units follow with additional empties. Of the 148 U28Bs constructed in 1966, the only production year, TTI's are the sole survivors. This is the last stand of the U28B.

In a few more years, not even Dustin Hoffman will be able to save them.



WITH TODAY'S CABOOSE-LESS RAILROADING things aren't always what they appear to be. On April 22, 1995, these three U28B's were shoving on the rear of an eastbound 90-car unit coal train passing through Carlisle, Kentucky. The track in the foreground is the original L&N alignment through town, while the TTI train is on the new line. A short while earlier, former Rock Island 243 (**opposite center**) had the coal train passing the Bourbon Drive-In Theatre in Paris — that evening photographer Snell went to the double-feature movie, his first experience at an outdoor drive-in theater (there aren't many left near his urban New Jersey home). On the previous day, ex-Rock Island 246 (**below**) was idling in the Paris yard, in the sunshine, of course, as in contrast to the next day when the coal train was running. Although TTI was recently taken over by CSX, it has retained its independence and identity, though its image is in for a change; TTI President M.W. "Pat" Grubb, Jr (**opposite top**) developed a new herald and paint scheme combining TTI and CSX-heritage elements and colors that are being applied to the recently acquired U36B's such as the set (**right**) in the Paris open air engine servicing shed on April 22.

Goin' to Kansas City ...

PHOTOGRAPHY: KEN CHURCH

BIG POWER AND PLENTY OF ACTION characterize Kansas City railroading. On March 27, 1993, a BN coal train behind a pair of SD60Ms was preparing to depart southward on Kansas City Southern trackage. Union Pacific six-motors (**opposite top**) were passing through the "Bottoms" on January 22, 1994, en route to Armstrong Yard. Back on July 10, 1991, a pair of Soo Line SD60s was caboose-hopping across Santa Fe Junction returning to Knoche Yard from a transfer run (**opposite bottom**) while an Amtrak *Mule* was being wyed on the high line.

In spite of mergers and changes, it's still an impressive railroad town

by Ken Church

What is there about this city that attracts railroad enthusiasts for a thousand miles around? Kansas City is a community best known to the rest of the country for its steaks and sport teams — not its railroads. Certainly the rolling hills surrounding the town will never be mistaken for the Rockies, and the vastness of the plains will never rival Tehachapi or Cajon or Horseshoe. The number of railroads serving the community (ten) can be considered high, but can't compare to much larger Chicago. For the passenger buff, Amtrak's *Southwest Chief* and two round-trip K.C.-St. Louis trains will never challenge even the morning traffic generated by Chicago's Union Station. In the autumn the state of Missouri can make for an impressive display of beautiful foliage, but it can't compare to the fall colors found in New England. But despite its geographical shortcomings, there is one thing you can count on: Kansas City *is* a railroad town — one that combines old-fashioned railroading with the latest concepts in rail technology.

The real attraction of Kansas City is a combination of many ingredients. Take a nice variety of railroads, add motive power from virtually every major railroad and leasing company and add a very heavy traffic volume spiced with a multitude of great photo/video locations. Mix briskly, and the result is a place you must visit. A very well designed Interstate Highway system makes travel around the area much easier than you would expect for a city of this size. Because of the outstanding street and highway network, you are never more than a 20-minute drive between any two rail terminals. It would be hard to believe that even the most discriminating railfan couldn't find something to enjoy in this city.

Many lament the loss of the "fallen flag" roads — first, second and even third generation — and certainly Kansas City has lost its share. No longer do the flags of the GM&O, ICG, Chicago Missouri & Western, Rock Island, Milwaukee Road, Frisco, CB&Q, MKT, Missouri Pacific, Soo Line, D&RGW, Wabash, N&W, Chicago Great Western and even the local switching road Kansas City Terminal fly within the city. But the railfans of the '90s can certainly enjoy the show performed today by the remaining railroads and, indeed, the new ones that have emerged. It's hard to believe that only three can be considered "original" area railroads — the Santa Fe, Union Pacific and Kansas City Southern are the only ones that did not arrive in Kansas City via purchased routing or merger. Of the remaining roads, the Burlington Northern arrived on the scene at the expense of the CB&Q and Frisco. The Norfolk & Western predecessor Wabash became today's Norfolk Southern. CP Rail System (CPRS) arrived via the Soo and previously the Milwaukee. Chicago & North Western arrived by way of merger with the Chicago Great Western and improved its route by purchasing former Rock Island trackage, before vanishing into the Union Pacific in early 1995. Southern Pacific bought the former Rock Island east/west main and then acquired additional trackage rights when it merged with the Rio Grande. The Gateway Western can trace its origin to the GM&O, ICG and Chicago Missouri & Western.

The Missouri & Northern Arkansas, a new RailTex operation, is the most recent addition to the railroad scene. Known as an operator of many local rail lines, RailTex created the M&NA from a combination of leased and purchased Union Pacific (former Missouri Pacific) lines running south from Kansas City to Carthage and Branson, Missouri, before turning southeast into north central Arkansas.

Taking a closer look at Kansas City, we find the railroad action divided between the north and southwest sides of the town, with most rail operations located in the north. Starting at the north and working our way south, here is a brief overview of what the area has to offer.

Burlington Northern

Located on the west side of North Kansas City, Missouri, BN's former-CB&Q Murray Yard is just north of the Missouri River. Hump power is usually a combination of a rebuilt SD38-2 and six-axle slug, with SW1500s handling most of the yard switching chores. A group of former Frisco GP15-1s handles local traffic and interchange drags. Road power can be anything on the BN roster plus a strong probability of lease or foreign road run-through power.

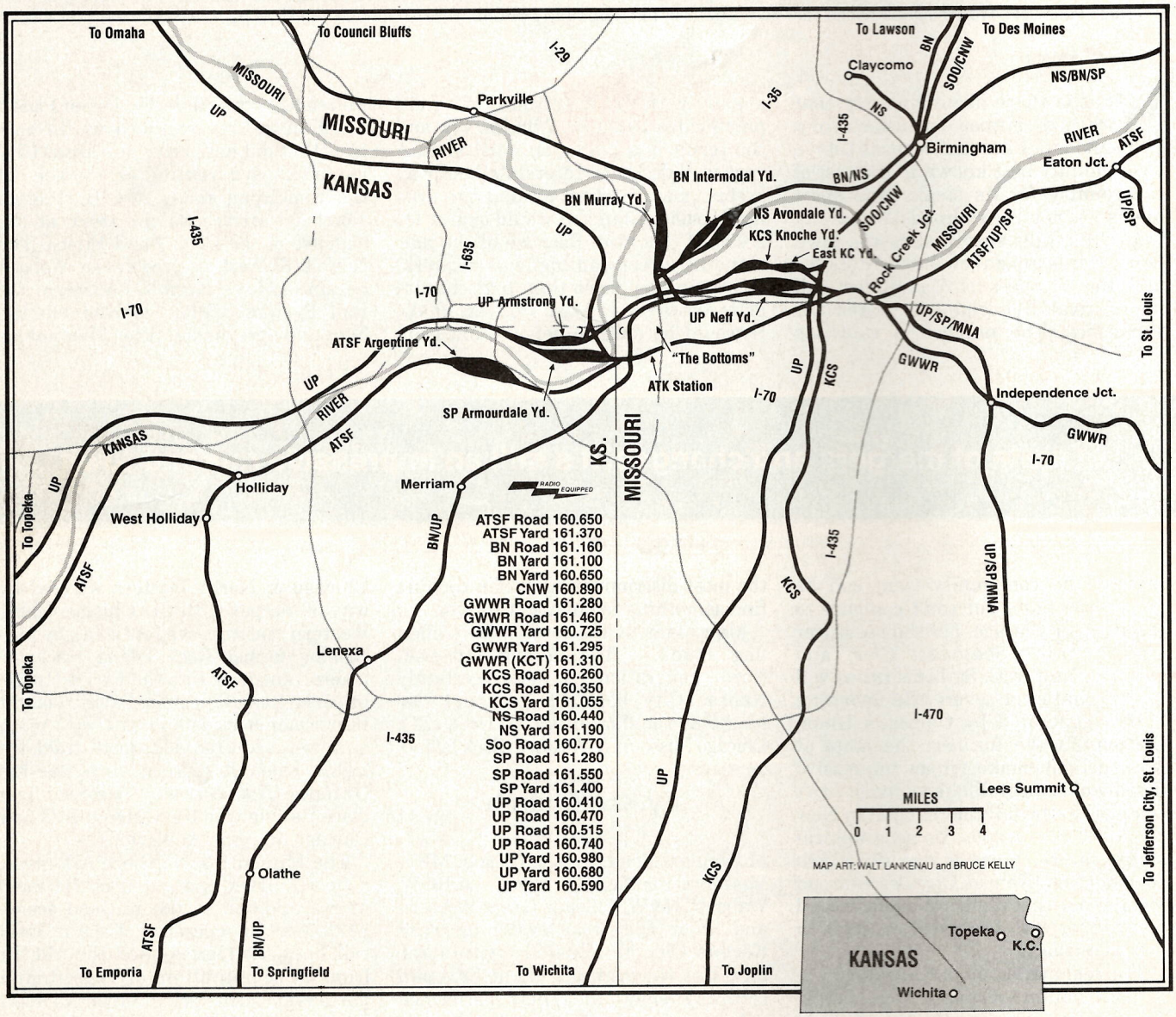
Great locations for action can be found north of town where the old CB&Q hugs the bank of the Missouri River for over 50 miles on its route to St. Joseph, Missouri. Union Pacific and the Santa Fe also run locals to St. Joe on this line via trackage rights. To the east there is the former CB&Q "Kansas City Cut-Off" to Brookfield, Mo., and Quincy and Galesburg, Illinois.

The BN continues to the south on the former Frisco line to Paola and Fort Scott. The Springfield line to the southeast via Deepwater and Osceola was abandoned.

For the airplane fan, one should note that the BN yard location is across the road from the old Kansas City Municipal Airport, the home terminal for one of the few remaining examples of the Lockheed Super Constellation airliner. The preserved operational former-TWA passenger plane's conspicuous triple tail can sometimes be seen in the background of shots taken at the yard.

Norfolk Southern

The old Wabash Avondale Yard, located on the east side of North Kansas City is a moderate size flat switching yard. Two or three former-Southern GP38AC's handle the yard switching. This is the western terminus of the sprawling Norfolk Southern system and a former Wabash operation. Opportunities for great action photography can be found anywhere to the east of town but become spectacular on the line between Camden and Carrollton, Missouri. On this 30-mile stretch of track the NS and Santa Fe combine to form an awesome triple-track main line raceway under the control of the Santa Fe dispatchers. It's not uncommon



Goin' to Kansas City ...

to have three trains in front of your lens simultaneously. Another good location is Birmingham Junction, where the tracks of the NS, BN, Soo and C&NW cross just northeast of town.

Habco Loram

Crossing the Missouri river and continuing Southeast into Kansas City we find the Habco weed sprayer operation located on Front Street. There is an excellent opportunity to view the company's heavily rebuilt power units that started life as GP9s before Kansas City's Mid-America Car went to work on them. The units with extended cabs are unique. Some fans simply consider them ugly, while others have said on a positive note that, "they make a CF7 look handsome."

Mid-American Car

Located just a quarter of mile to the east of Habco, Mid-America Car specializes in both freight car and locomotive repairs. They are a contract service for many leasing companies and occasionally perform warranty work for EMD. Locomotives can often be photographed outside the facility. These are either units that have been released by MAC and are waiting interchange to the KCS or units with work to be done, pending switching by the firm's SW1.

Kansas City Southern/CP Rail

Just a short distance east you will arrive at Knoche Yard (pronounced KEN-oh-key), a joint facility of the KCS and CP Rail System, dating back to Milwaukee Road days. Yard power

"THE BOTTOMS" see a lot of through traffic like this pair of ex-Frisco GP15-1s on a BN transfer beneath the 12th Street viaduct on October 1, 1994. Conrail GP10 7566 (**below**) was tucked into an NS train delivering to Santa Fe's Argentine Yard on March 27, 1994. Two Habco Loram modified Geeps (**bottom**) were at BN's Murray Yard in North Kansas City on July 10, 1991. The Geeps' enlarged cabs have controls for the Habco weed spray trains. The 6871 is ex-Milwaukee GP9m 994 (nee-272) while the 6891 was BN 1601 (nee-CB&Q 245).

consists of KCS SW1500/slug sets while CP Rail System provides former-MN&S SW1200s in Soo Line colors. Transfer power varies with the CPRS normally providing one or two Soo Line 400-class GP9s and the KCS countering with rebuilt GP40s or former- MidSouth GP9s and GP10s. KCS road power will normally consist of any of their six-axle fleet of SD40s, '50s or '60s.

CPRS/Soo power can be anything on the system, with former Milwaukee Road "bandit" GP40s being common. This facility acts as the southern terminus of CPRS and northern extent of KCS yard operations. Note: The KCS timetable map shows Council Bluffs, Iowa, to be the northern end of line, but this is a trackage rights agreement negotiated out of the Union Pacific's merger with the MKT. Union Pacific operates the trains on their line for the KCS on a haulage rights contract.

Union Pacific (Missouri Pacific)

Located just a short distance from the KCS is the former Missouri Pacific Neff Yard. This sprawling complex once sported two hump yards, although one was eliminated shortly after the UP merger. To understand the importance of the UP in Kansas City, you must review their operations in the entire area.

The "original" UP from Denver and North Platte — today's famous Marysville Sub — terminated at Armstrong Yard in the old Armourdale stockyard district of Kansas, with a smaller yard serving the General Motors assembly plant and other industries in Fairfax, Kansas. Missouri Pacific operations were centered around the much larger Neff Yard on the north side of Kansas City, Missouri. The old Katy roundhouse is gone, and Glen Park yard southwest of Kansas City Union Station is no longer used for classification — the UP "Cherokee District" ex-Katy trains use Neff Yard.

Armstrong Yard was recently closed, with its functions shifted to Neff Yard. A new diesel shop was built at Neff, with the Armstrong turntable moved there and installed in a new pit. How many Class 1 railroads are constructing new shops in the '90s? During a period when most are concerned with cost cutting and reduced spending, the UP is committed to improving operations.

Two sets of former Missouri Pacific MP15s (two units separated by a slug) provide power for Neff's hump. Second-hand 1400-class MP15AC's handle the remainder of the yard duties. These are ex-Milwaukee units that UP obtained when their operating lease expired; they were acquired on a purchase/lease arrangement, releasing a fleet of GP15-1s from yard duty. Road power can be anything on the system, and you can often see foreign run-through power.

Missouri & Northern Arkansas

Located within the confines of Neff Yard, the MN&A stores layover power on a service track at the northeast corner of the yard. The railroad leases yard trackage from the UP, which also handles all of the road's Kansas City switching. Power can be units for any of the RailTex operations, but assigned M&NA power is normally ex-500 and -600 class Union Pacific GP40s (original MKT and Rock Island heritage) mixed with a few former-SP rebuilt GP35s and GATX lease GP40s in BN paint.

Guides to Kansas City

This article was never intended to be a "Railfan's Guide to Kansas City," for it would take a book to list all of the area's hot photo spots. Two such books have been written. John Szwajkart's *Train Watcher's Guide To Kansas City* is very complete and available for $15.25 postpaid from John Szwajkart, P.O. Box 163, Brookfield, IL 60513. Another excellent publication is the *Kansas City Railfan Guide* by David and Kenneth Moore, which is available for $20.00 postpaid from David W. Moore, 901 Angel Court, Cleburne, TX 76031.

Amtrak

The small prefab Amtrak station, located in the shadow of the massive former Kansas City Union Station, currently serves six trains daily. Plans called for two-thirds reduction in this number on April 1, 1995, but the state of Missouri stepped in to support the St. Louis-Kansas City trains.

Today's service includes the daily *Southwest Chief*, the sole successor to the great Santa Fe fleet. Westbound No.3 arrives from Chicago at 1:00 a.m., while No.4 from Los Angeles arrives at a more civilized 7:05 a.m. This train is currently assigned two AMD-103 Genesis units combined with a GE P32-8WH "Pepsi can."

Four St. Louis trains run the former-MP Sedalia Sub via Jefferson City. Westbound 301 (out of St. Louis at 8:10 a.m. and into K.C. at 1:40 p.m.) is known as the *St. Louis Mule*, while eastbound 306, the *Kansas City Mule*, departs K.C. at 4:35 p.m. and returns to St. Louis at 10:05 in the evening. Trains 303 and 304, the *Ann Rutledge*, run between K.C. and Chicago via St. Louis. The westbound 303 departs Chicago at 10:30 a.m., runs the SP's former-GM&O to St. Louis (4:05 p.m.) and continues over the MP to Kansas City, terminating at 10:00 p.m. The eastbound 304 departs K.C. at 8:15 a.m., hits St. Louis at 1:45 p.m. and arrives in Chicago at 7:45 p.m. The old reliable F40s are the usual power for the *Mules* and the *Ann*.

Chicago & North Western

The recent merger with the Union Pacific has changed C&NW operations very little for the time being, so we'll report it in essentially "pre-merger" terms. There is speculation, however, that the C&NW line could see some through traffic that might otherwise have been routed the former-MP to St. Louis and up the old C&EI to Chicago.

Except for a BN pocket switching yard, the C&NW is now the sole resident of the "Bottoms" area in Kansas City. Like most of the roads in the area, the C&NW was not an original resident. It arrived on the scene because of its merger with the Chicago Great Western and later improved its route by acquiring the Rock Island "Spine Line" from Des Moines to Kansas City.

The Bottoms area of ancient warehouses and rusting rails used to be one of the town's railroad hot spots. Twenty-five years ago the Frisco maintained a yard and enginehouse across from the GM&O roundhouse and yard. Not far away the Chicago Great Western had a small terminal. Today, only empty shells of the buildings remain. The C&NW still maintains a couple of yard tracks, and its road and local power tie up at the north end, but all other terminal operations in the area have ceased. The Frisco enginehouse is now part of a lumber yard complex, while the former-GM&O roundhouse and yard are rotting and rusting away, as its most recent resident, Gateway Western, moved to a former Kansas City Terminal yard. The area is far from devoid of action, however, as BN's old Frisco main line to points south passes directly through — and, indeed, all connecting tracks from the yards in the south end pass through the Bottoms to connect with the yards at the north. In reality, it's a great place to view virtually every railroad in Kansas City. In addition to yard transfers, normal main line action of the UP, GWWR, C&NW and SP join the BN in passing through the Bottoms.

Union Pacific Marysville Sub

While Armstrong Yard, just west of the Bottoms, is no longer a classification facility, the heavy east/west action over

KANSAS CITY SOUTHERN shared Knoche Yard with CP Rail's Soo Line The. SW1500 slug set was at Knoche on July 10, 1991. Soo 1204 at Knoche on January 22, 1994, was originally MN&S SW1200 34. Look again, that "BN" GP40 (ex-CB&Q 183) at Murray Yard on October 1, 1994, is KCS 4742 from NRE. C&NW GP38-2s and a Conrail SD40-2 (**below**) were departing the Bottoms on September 20, 1986, bound for the former Rock Island "Spine LIne."

the UP's main line to North Platte still passes through the area. Many outstanding photo opportunities exist to the west of town between Edwardsville and Bonner Springs. Heavy action including all of the Southern Pacific (Cotton Belt) traffic to and from the west travel over this route. Seldom will you find a dull moment along the UP, and enough curves exist to play the light during any season. A popular spot is 40 miles west at Lawrence, Kansas.

Southern Pacific (Cotton Belt)

Occupying the former Rock Island Armourdale facility, Southern Pacific's major yard operation is home of some of the newest power on the system. EMD SD70s, GP60s and GE Dash-9s can often be found here along with any number of lease units and older SP motive power. Yard power consists of MP15AC's switching in pairs. Great action photo locations can be found west of town on the UP, while Chicago-bound traffic headed for the BN can be caught passing through the Bottoms.

Gateway Western

Formed from the ashes of the Chicago Missouri & Western, which began as a spin-off from the ICG on the original GM&O Kansas City to St. Louis line, the Gateway Western recently took over the Kansas City Terminal rail operations. Three KCT SW1200s were included in the deal, after GWWR discovered that their own SW1500s couldn't negotiate the tight radius curves of the area's yard tracks.

Operations were moved from the former-GM&O facility in the Bottoms to a KCT pocket yard located on 12th Street between the SP Armourdale Yard and the Santa Fe's Argentine Yard. Road power will likely be former Conrail GP38s, although the road still operates three former Western Pacific GP40s. Yard power will be one to three of the ex-KCT SW1200s in patchwork paint and with the GWWR "Gateway Arch" herald on the cab.

Santa Fe

Located just across the Kansas River from the Gateway Western, Santa Fe's sprawling Argentine Yard and diesel shop is easily the largest single complex in the area. SD39s coupled with six-axle slugs work the yard and hump while GP7/9 rebuilds and GP38-2s handle local transfer assignments. Traffic is constant with a very high volume of TOFC/COFC business. Besides the three-track main east of town, tremendous photo locations exist to the west.

Traveling west from Argentine along the four-track main line, one of the first sights you will pass is the large

IT'S SHOWTIME on the joint NS-Santa Fe triple-track main east of Kansas City as a 97-car eastbound NS train of empty auto racks is overtaken near Henrietta, Mo., by a Santa Fe van train behind four Dash 8-40CWs on October 22, 1994. West of K.C., at Morris, Kansas (**below**), a freight led by GP39-2 3605 was "in the hole" for a westbound hotshot led by SD40-2 5161 on September 20, 1987. Gateway Western GP38s (**opposite**) were passing under the 12th Street viaduct in the Bottoms on October 10, 1992, while on September 6, 1992, an SP tunnel motor led a freight under the viaduct in the opposite direction (**opposite center**). A Missouri & Northern Arkansas power set (**opposite bottom**) was on an M&NA engine track at the ex-MP Neff Yard on February 5, 1994. The Geep (D&RGW GP9 5952, ex-Austin & Northwestern 11) between the ex-UP/RI GP40s 645 and 636 is a road slug.

Erman Brothers scrapping operation at Turner, Kansas. This is known as the final resting place for a number of Union Pacific's U50, SD45 and Gas Turbine locomotives as well as countless freight and passenger cars.

Just to the west of the scrap yard is Morris, Kansas, where the only structure near the right-of-way is the former AT&SF concrete grain elevator. A close look at it will reveal the weathered Santa Fe herald on the side. Great locations for photos can easily be found between Morris and West Holiday; the highway parallels the track. You should see plenty of action.

The Future

With the recent approval of the Burlington Northern and Santa Fe merger, it's only a matter of time before the K.C. scene is drastically changed again. The merger will likely trigger a series of mega-mergers with each major carrier seeking a partner to remain competitive into the 21st Century.

Without a strong partner Southern Pacific will find it difficult to remain competitive, and the Gateway Western might not survive unless included in a merger. Profitable Kansas City Southern has been dangled as merger bait for the last year and would seem to be a logical candidate for CP Rail. Such a combination would give the big Canadian almost a border to border system within the U.S. and direct access to the Gulf ports for grain.

Kansas Cith has changed a lot in recent years, and the change is likely to continue. If you haven't experienced the K.C. rail scene, don't hesitate to visit the area. Only in Kansas City do you go out expecting to find the spectacular or highly unusual shot every trip — and are disappointed if you don't find it!

FUJI VELVIA: JIM BOYD

STEAMTOWN'S GRAND OPENING activities included four days of action. Susquehanna 2-8-2 142, Milwaukee 261 and CNR 3254 (**below**) were lining up for the "Grand Parade" on July 1. On Sunday, July 2, Milwaukee 4-8-4 261 (**left**) exploded out of Nay Aug Tunnel on a mid-day run to Moscow. That evening (**bottom**), 0-6-0 26, CNR 3254, CPR 2317, RBM&N 425, L&BR Shay 8 and Milwaukee 261 were in the round-house for a night photo session. On Monday morning, RBM&N 425 (**center left**) was approaching Nay Aug Tunnel.

KODACHROME: BRUCE KELLY

FUJI VELVIA: MIKE DEL VECCHIO

STEAMTOWN SUPERINTENDENT Terry Gess was one of the dignitaries who addressed the crowd at the ribbon-cutting ceremony on July 1 with banner-decked 0-6-0 No.26 on the turntable in the background.

KODACHROME: MIKE DEL VECCHIO

FUJI VELVIA: JIM BOYD / LUMEDYNE LIGHTING by STEVE BARRY, KERMIT GEARY JR., JOHN TULLY, FRED JONES and MIKE DEL VECCHIO

MIKE DEL VECCHIO

STEAMTOWN SUPERINTENDENT TERRY GESS took his first trip as student fireman on July 7, 1995, aboard CPR 4-6-2 2317. He appears relaxed at Moscow, after 13 uphill miles under the tutelage of veteran fireman Seth Corwin. How's this for hands-on management?

Gess Who?

We'd like you to meet Terry Gess, the new superintendent at Steamtown National Historic Site. He took office effective October 1, 1994, replacing Dr. John Latschar, who persued an opening at Gettysburg National Historic Site (July 1995 MARKERS). Terry came to Steamtown from the superintendent's chair at Mesa Verde National Park in Colorado.

In the nine months since Terry took office, I've had the opportunity to work with him on various aspects of the park and the grand opening, and I consider him and his wife Mary good friends. Terry is a very friendly and pleasant fellow who's taken a leadership roll at Steamtown, and he's not afraid to make decisions, get involved or make changes, and all of the Steamtown staffers I've talked to like him — important items for a new leader with a big job ahead.

On Sunday evening, July 2, Terry and Mary invited a few friends and myself to a small dinner party at his house. Much was impressive, including Mary's recipe for spare ribs.

A few observations: First, this imported Colorado family found one of the very few log cabins in Lackawanna County. Next, he's been in Scranton not quite a year, and his basement is full of an HO-scale model railroad which he brought from his home in Colorado, and which he had to modify to fit the shape of the new basement. His pike definitely follows the "NKP" (No Known Prototype) with a western flavor and equipment of many eras, from V&T 4-4-0s on the branches to Amtrak's Superliner-equipped *California Zephyr* on the main. While the railroad has some stretches of five-mile-an-hour track, Terry enjoys running the trains.

Upstairs, he went through albums of photos he took at various tourist railroads and National Parks, complete with tickets, flyers and other pertinent paperwork mounted on pages within the same album.

After the grand opening weekend was over, I went back to Scranton on Friday July 7 as Terry was making his first student trip as a fireman, working with veteran Seth Corwin on board CPR 2317. Terry got as coal-covered as Seth (anyone who's seen Seth after a trip knows how dirty he can get), and his conventional bib overalls came complete with a traditional railroad hat with an NPS arrowhead patch sewed on it; a gift from his staff at Mesa Verde. Terry's trip as fireman ran on time, and engineer Bob Paterson was never wanting for more steam.

What impressed me most over the past months is that Terry is an operating man who's not afraid to get his hands dirty. He responds to challenges well — the fact that people can now roam free around the site was in direct response to the "chief beef" of many previous park visitors. Terry is one of us, and he runs a park that he would visit.

And concerning his challenge from us about green coaches in the July 1995 MARKERS (only one coach had been painted green in the previous nine years). There were a total of six Lackawanna coaches in Pullman green, plus the meticulously restored Jersey

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Central combine. The backshop did a very impressive job on the CNJ car, including refinishing and bringing out all the beauty of the inlaid mahogany interior (for which those cars were famous), and in rebuilding the baggage section of the combine to accommodate the handicapped, complete with a bathroom in the vestibule. Since the ridership demand required more than six coaches, there were no prefect green consists on Grand Opening weekend. But on the regular service trains, if demand is a little light, a perfect green train could occur. During that July 7th visit, three additional coaches were in various stages of sand blasting and body work, so the green car population is growing. With six times more painted cars than existed before his arrival, I'd say that Terry responded well to the challenge — M.D.

Overall impressions at Steamtown

With the Steamtown site only slightly more than an hour's drive from the R&R office, we staffers have been able to get up there a lot since the equipment moved to Scranton in 1984 (in spite of the RAILFANNING IS... on page 21). We've been able watch the site as it developed before, during and after NPS involvement.

Without a doubt, the now-formally-open park is different than anything we've seen before, and most of that change occurred during the recent several months as the museum portion of the roundhouse was completed, the parking lots were paved, the locomotive and rolling stock displays were positioned and track alignments were finalized.

I have to agree with ARM president Scott Becker's comments about Steamtown being the finest museum in North America. The site is huge, and the neighboring mall isn't nearly the eyesore once thought. To watch the general public marveling at a locomotive on the turntable for the first time in their lives, some in wheelchairs, or to see the roundhouse area filled with thousands of people, or to see the overhead walkway to the mall packed with people as the steam trains depart under them, could be enough to make many of Steamtown's naysayers concede that, perhaps, the park isn't such a bad investment.

If you haven't been to Steamtown since the Grand Opening, put it on your list for a future visit. I don't think anyone who calls themselves a railfan could come away unhappy that the park was built — M.D.

Welcome to Jurassic Park

Imagine a place where dinosaurs can run free. Where they breath and roam over the hilly terrain like they once did. And at this place, people who never saw them living can see them running in herds for years to come.

Steven Spielberg's blockbuster film "Jurassic Park" reminds me of such a place: Steamtown.

With the working roundhouse, yard and main line, and passenger trains departing each weekend day coupled to a main line steam locomotive, Steamtown can be Jurassic Park. And the Grand Opening proved it, with four live engines rotating on scheduled trains and a roundhouse and turntable regularly maintaining and despatching live locomotives.

The return leg of the NRHS trip proved that the main line experience at Steamtown is real. Five runbys were performed with 261 on the fast track to Pocono Summit, and we've gotten lots of feedback from several of the folks on board that the 25-mile trip up the 1% grade at 55 m.p.h. in spots, with all those runbys, was more fun than the 200+ mile, twelve-hour NS coach-a-thons with, maybe, one runby. (That weekend did rival the South for heat and humidity, though.)

At Jurassic Park, visiting locomotives can run. Steamtown superintendent Terry Gess will welcome and safely run any locomotive that can get to Scranton. Visiting engines are permitted to keep as much of their revenues as necessary — Milwaukee Road 261; Reading, Blue Mountain & Northern 425 and Susquehanna 142 wouldn't have been in Scranton otherwise. Even though the NPS can't fund the ferry moves, other types of sponsorship are becoming possible (the Grand Opening ferry moves were funded with State tourism money, for example).

The Jurassic Park image isn't yet perfect in the new park — the roundhouse isn't dirty, Steamtown hasn't yet found a proper water crane and it still coals its locomotives

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CENTRAL VERMONT - THE SOUTH END. New book by former CV Railway dispatcher Robert Brittin describes operations, motive power and facilities, plus the human interest side of railroading, along the CV's "Banana Belt" between Brattleboro, VT., and New London CT. Softcover, 84 pages. $23.95 includes shipping and handling. South Platte Press, Box 163, David City, NE 68632. 1195

WISCONSIN CENTRAL FANS, The history of WC's locomotive fleet: *The Wisconsin Central Locomotive Roster* Illustrated, comprehensive, easy-to-carry. Send $14.95 plus $2.00 S&H to: JMS Desktop Plubishing, 750 Redwood Dr., Aurora, IL 60506. 1095

SOVIET locomotive types (Stenvall): 182p, 6x8, hardbound, 103 photos. Historical survey of all 1520-mm gauge loco/MU classes on last USSR roster (1/1/92). $28pp. The Map Factory, Box 12629, Seattle, WA 98111-4629. 1095

EXCURSIONS

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with a bucket loader — but these points will be smoothed out in time.

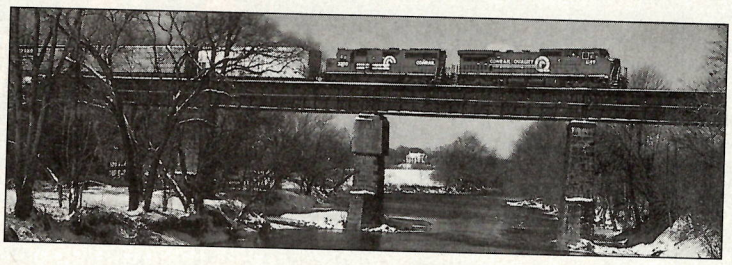
Out on the main line, the Lackawanna County Rail Authority — which owns the tracks and contracts the operation to the Delaware-Lackawanna Railroad Company — is receptive to opening up the line and developing scenic lookouts so park visitors can see the trains out on the road. The County is also receptive to developing steam era "scenes" at appropriate towns along the main line, by accepted gifts of buildings and shantys and signals, etc., from railroads no longer using them, or from collectors who already have the stuff. And the towns of Moscow, Gouldsboro, Tobyhanna, Pocono Summit, Cresco and East Stroudsburg still retain their steam era depots, most with interlocking towers. Area historical societies have adopted each of the stations for renovation and operation on special occasions.

Main line railroading was always a big business, and it costs big money to operate big locomotives. America's freight haulers in the steam era always made more money than any other railways in the world. Steamtown is in the right place at the right time to celebrate that era, thanks to a very cooperative State, County and City.

I wouldn't call Steamtown the "Nation's Museum," as some have. There are more significant collections around. Steamtown's collection is more *typical* than significant, and most of its locomotives are workaday specimens that can be run without any worry of "consuming" a priceless artifact. When the piece can no longer be practically maintained, it can be put back on display in favor another that can run. At Steamtown, the steam era could, and should, last for generations.

It's the difference between looking at a photo of Abraham Lincoln and reading the

next month in RAILFAN & RAILROAD



• CONRAIL'S LEHIGH LINE: Carl Perelman examines the busy ex-LV main between Allentown, Pa., and Newark, N.J.

NOVEMBER 1995 ISSUE ON SALE OCTOBER 1

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WANTED: 1904 to 1928 Illinois traction, Illinois Valley Division Interurban timetable and Interurban timetables of Collar Countys of Chicago, same period. Please state prices. Donald Kissick, 475 Orange St., Princeton, IL 61356-1923. 1095

WANTED: 2 Passenger Train Journals, May 1991; 1 Railpace, September 1988. Todd Piper, 221 S. Harvey Ave., Oak Park, IL 60302. 1095

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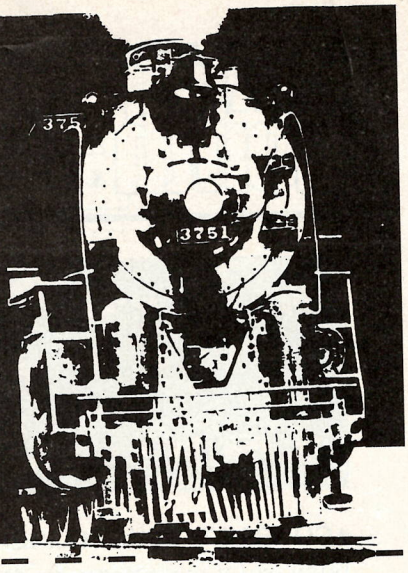

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Gettysburg Address out of a book, or seeing Lincoln "restored" and delivering the speech himself — M.D.

Cover One Contest

Just a reminder here that the deadline for the 1995 Cover One Contest is September 5, and that the topic theme this year is winter. See the September '95 MARKERS for details.

Play Ball!

Union Pacific 4-6-6-4 3985 made the national airwaves on Saturday night, July 22, 1995. After returning to Denver with the first of two special excursions to Cheyenne's Frontier Days that weekend, it passed by the new Coors Field baseball stadium near Denver Union Station while the Colorado Rockies were playing the New York Mets to a sold-out crowd.

Chris D'Amato, associate editor of our sister magazine RAILROAD MODEL CRAFTSMAN, was watching the game on television and began to hear a steam whistle as smoke appeared outside the stadium. It was UP's 4-6-6-4, and the two commentators began to discuss the 3985 and the fact that it was the largest operating steam locomotive in the world.

"Then," Chris says, "the cameras pointed toward the tracks, but it was too dark for the camera to make out 3985's image, but the passing plume was quite evident in the sky as it wafted over the stadium lights."

Who else but Union Pacific could do a photo runby for a stadium full of 50,000 people?

Oh yeah, the Rockies won 5-4.

—MIKE

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LUMEDYNE LIGHTING: KERMIT GEARY JR., STEVE BARRY, FRED JONES and JOHN TULLY

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The NRHS Lancaster Convention

The NRHS ran a bus trip to the Steamtown Grand Opening on July 1 with the conventioneers reaching Scranton on a Delaware-Lackawanna Alco diesel-powered train from Cresco. The return trip to Mount Pocono had Milwaukee 261 putting on an awesome performance with five runbys and 50 m.p.h. running, impressively demonstrating the Steamtown line's potential for "main line" fantrips. The 1995 Convention involved *eleven* operating steam locomotives! The affair concluded with a SEPTAAEM-7 trip on Sunday.

THREE FUJI VELVIA: JIM BOYD

READING & NORTHERN 4-6-2 425 posed with the Reading FP7s for a night photo session on Thursday at Port Clinton. The next day, Strasburg's 4-8-0 475 was temporarily relettered NORFOLK AND WESTERN (**below**) for the afternoon mixeds and a night session. The "main line" surprise of the Convention was Milwaukee 4-8-4 261's thunderous performance (**right**) on Saturday afternoon.

FUJI VELVIA: JAMIE MILLER

TRASH TRAINS are slated to roll from Napa, Cal., to a dump in Washington via the California Northern, SP and BN. On June 28, 1995, an SP SD70M and BN SD70MAC led business cars from Oakland to Suisun on the SP, then over the CFNR to Napa, for dedication of the new service. The train is shown on the SP at Pinole.

KODACHROME: BEN KERR

METROLINK F59PHIs 874-881 began entering service in the Los Angeles area during late May. The 879 was at Lancaster, Cal., on June 17 (**left**) after a day of posing for publicity photos with a Metrolink train in nearby Soledad Canyon.

NORTHERN OHIO & WESTERN now uses ex-C&NW GP9 4497, seen at Tiffin, Ohio, on June 22 (**below**) on its 26-mile line. See RAILNEWS.

KODACHROME: VINCENT J. PORRECA

KODACHROME: BRUCE V. LYONS

FORMER C&NW GP7s were sold by OmniTrax to SP's telecommunications division. On May 18, newly painted SP Construction Services 502 (ex-C&NW 4460) was at Loveland, Colo., (**above**) awaiting duty with an SP work train laying fiber optics cable. See RAILNEWS.

KODACHROME: MIKE HOPPE

DUAL-MODE AMD-110 701 was in full Amtrak paint during testing (**right**) at GE in Erie, Pa., in June. Also referred to as a P32AC-DM, it's the second of ten "Genesis II" diesels being built with third-rail electrical gear for service into New York City (August 1995 RAILNEWS).

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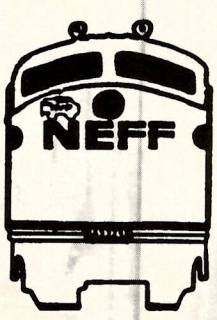

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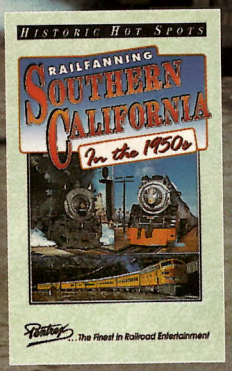

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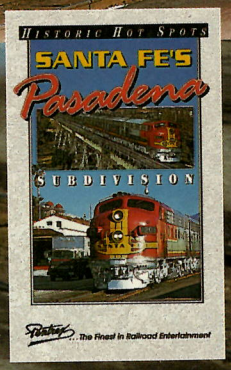

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